

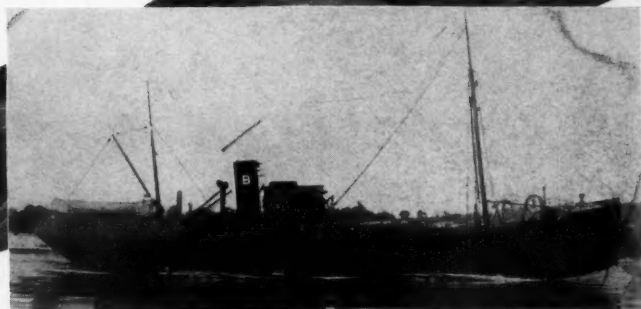
SEP 13 '34M NRA  
CODE

# ATLANTIC FISHERMAN

Registered U. S. Patent Office  
VOL. XV SEPTEMBER, 1934 NO. 8



Hauling in the wings.



The Bay State fishing Trawler "FLOW"



Untying Cod End.

**"The fact that we are using COLUMBIAN ROPE and MENDING TWINE aboard our ships is evidence of our FAITH IN THESE HIGH GRADE PRODUCTS."**

When an executive of a famous old fishing Company, the Bay State Fishing Company of Boston, makes a statement like the above, it is conclusive evidence of the service and satisfaction Columbian is giving fishermen.

Whether the rope is used aboard a trawler or for pot warp, anchor warp, Buoy Lines or running rigging, fishermen cannot buy a more serviceable line than Columbian.

In all Columbian Tape-Marked Rope, the Tape-Marker tells fishermen that the rope is guaranteed. A large number of fishermen, who fish for profit will not accept a line unless it contains the Columbian Tape-Marker. For instant identification, the red, white and blue marker yarns are placed in Columbian lines  $\frac{3}{4}$ " diameter and larger.



**Columbian Rope Company**

362-90 Genesee Street

Auburn, "The Cordage City", N. Y.

Branches: New York Chicago Boston New Orleans



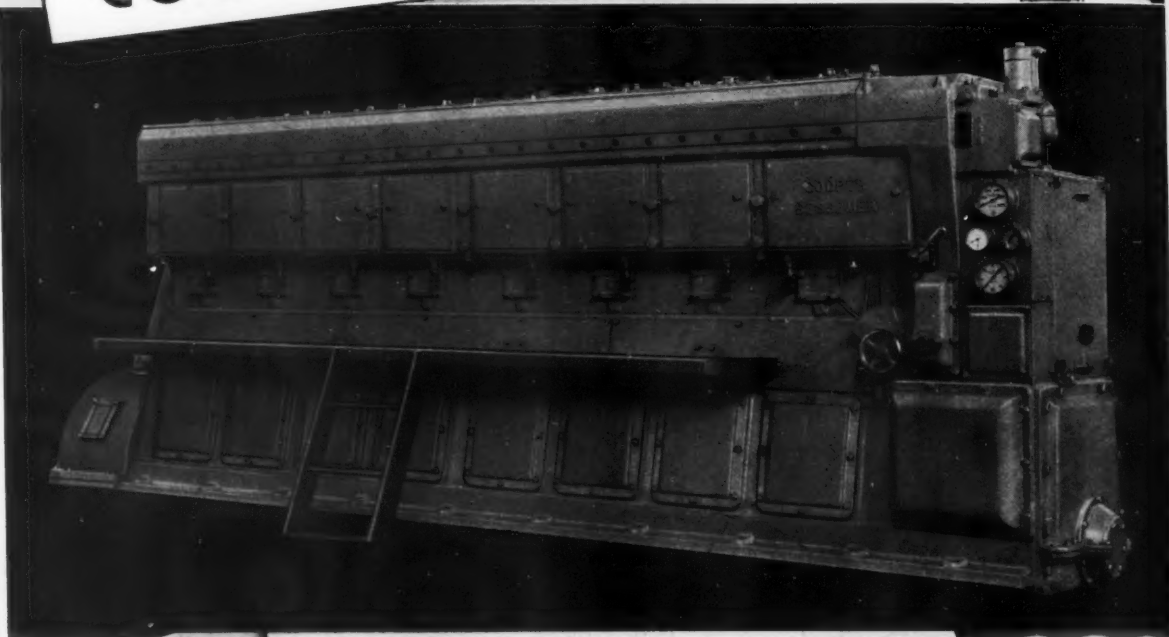
# COLUMBIAN TAPE MARKED ROPE

PURE MANILA

Boston Office and Warehouse

38 Commercial Wharf

# EVERY MAN ON THE CREW PROFITS FROM A COOPER-BESSEMER DIESEL



Type JT 8-cylinder direct reversing. The atmospheric relief injection system is only one of the features which make this Diesel engine outstanding. It is built in 6-cylinders rated 300 to 360 H. P., and in 8-cylinders rated 400 to 480 H. P.



**I**t isn't fishing boat owners alone who favor Cooper-Bessemer Diesels for their greater profit producing characteristics.

You will also invariably find the operating engineers enthusiastic about their Cooper-Bessemer engines chiefly because they require so little care.

But the recommendations that should mean the most come from the crew members on boats where they share in the season's profits. They think of an engine only from the standpoint of the season's catch.

Time spent tied up at the pier or going out and coming in doesn't increase the catch. So in addition to the owner and the engineer, ask the crew members what make of engine they prefer.

## THE COOPER-BESSEMER CORPORATION

General Diesel Sales Offices: Suite 301, 25 W. 43rd St., New York City

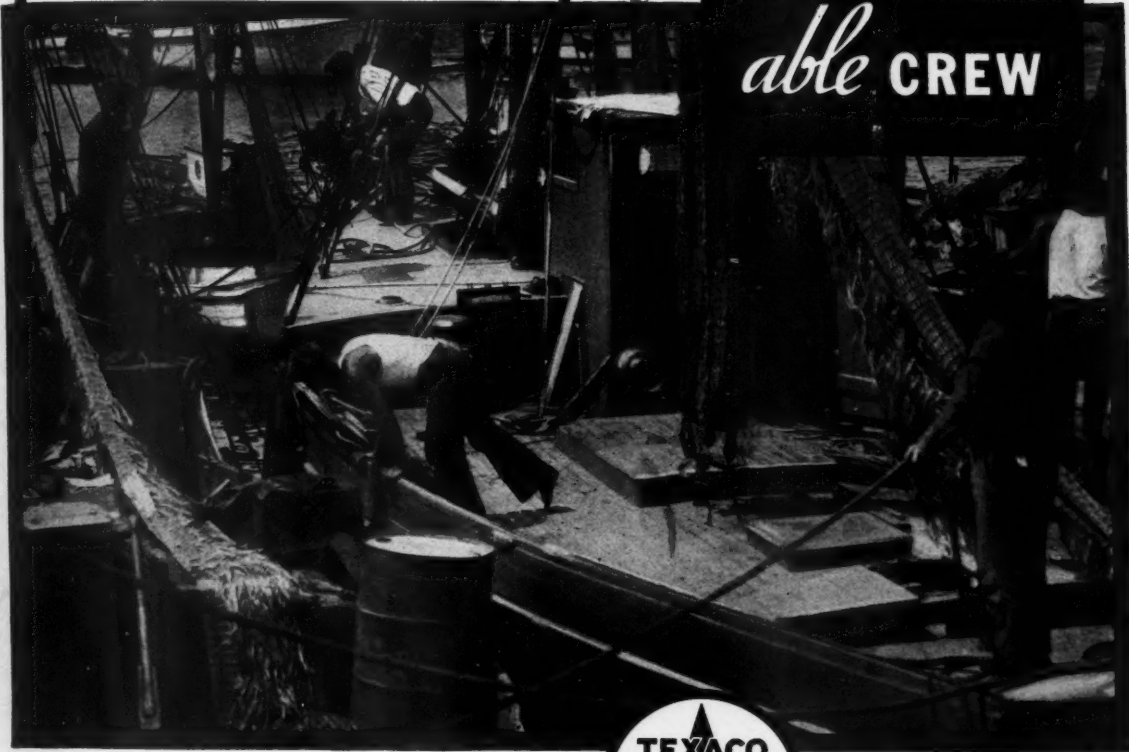
53 Duncan St., Gloucester, Mass. 505 Esperson Bldg., Houston, Texas 640 E. 61st St., Los Angeles, Calif.  
Hoffar's Ltd., Vancouver, B. C. The Pacific Marine Supply Company, Seattle, Washington

Plants: Mount Vernon, Ohio Grove City, Pennsylvania

*Get under way*



WITH THIS  
*able* CREW



**Texaco will help your engine  
do her best all the time**

The engine in your boat is the most important member of your crew! Treat her right. Make sure that she is always in shape to do her best by giving her fuels and lubricants she likes.

If she's a gasoline engine give her *Fire-Chief* and Texaco Marine Motor Oils. If she is a Diesel let her have Texaco Ursa Oils or Texaco Algal Oils. *That* will keep her on the job!

There's safety and profit in using fuels and lubricants made for marine service. Safety because



you can depend on them. Profit, because you save money on upkeep costs.

Why risk the profits of a trip or a season by letting someone sell you something "just as good"? At every port you will find an able crew of Texaco Marine Products.

THE TEXAS COMPANY • 135 E. 42d St., New York City  
*Marine Sales Division*

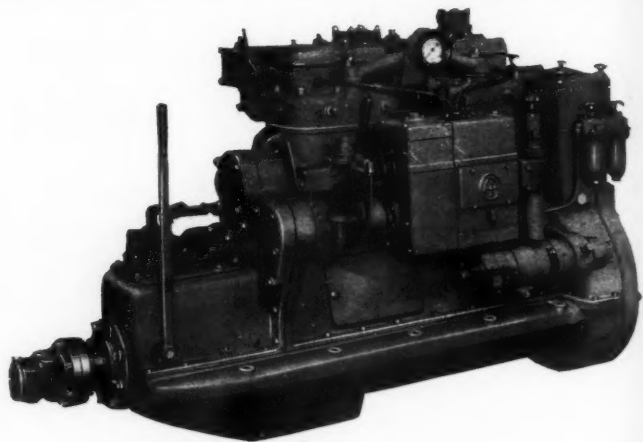
**TEXACO**  
*marine products*



TEXACO MARINE MOTOR OIL ★ TEXACO WATER PUMP GREASE ★ TEXACO THUBAN ★ TEXACO  
CUP GREASE ★ TEXACO OUTBOARD GEAR LUBRICANT ★ TEXACO URSA OILS FOR DIESELS



# FOUR NEW ATLAS DIESELS



## for Central America!



### DISTRIBUTORS

Boston . . . . . A. W. Townsen  
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THE enthusiastic acceptance that has been accorded the new model 4AM115, ATLAS DIESEL, is well exemplified by the recent purchase by W. R. Grace & Company of four of these new units to power combination tug and passenger boats to be used by Agencia Salvadorena, San Salvador, Salvador.

Four of these new boats, built by George W. Kneass Company of San Francisco, will be used by Agencia Salvadorena in towing coffee lighters and transporting passengers from shore to freighters anchored in deeper water, and in towing merchandise and transporting passengers from these freighters back to shore.

Designed especially for yachts and cruisers and small fishing craft, these new 40 H.P. ATLAS DIESELS are already finding a wide application in the entire marine field. The boatman's fancy has been caught by the fool proof fuel injection which utilizes the well known ATLAS Constant Pressure System, but automatically compensates for any wear in the fuel pump, assuring an even flow of power and obviating adjustments for individual cylinders. The spray valves may be removed and replaced without retiming.

Write for complete specifications on this new engine or call on any of our distributors listed above.

ATLAS DIESEL ENGINE CORPORATION

115 BROAD STREET - - - NEW YORK

# ATLAS IMPERIAL



**"Eveready Batteries are the most profitable for use in purse boats—"**

**RIGHT, SKIPPER JONES!**

National Carbon Co.  
30 East 42nd Street  
New York, N. Y.

Morehead City, N. C.  
April 26, 1934

Gentlemen:

Eveready Batteries are the most profitable for use in purse boats from which menhaden fish are caught.

I have watched with a great deal of interest the development of the power for purse boats on both the North Carolina and Florida coasts. In the past few years practically every boat in the fleet that has tried Eveready Hot Shots is still using them.

Fishermen like these batteries because they require little expense in operating, last longer, give less trouble and are really dependable.

Very truly yours,

*Capt Walter Jones*

Capt. Walter Jones  
skipper of the trawler  
"Southport"



**EVEREADY  
COLUMBIA  
DRY BATTERIES**



For your motors, use Eveready-Columbia Hot Shots. They come in three sizes—6, 7½ and 9 volts; and have waterproof steel cases. Eveready-Columbia No. 6 Dry Cells are unmatched for general ignition purposes. Whether you use the Hot Shots or Dry Cells, the name Eveready-Columbia on the label means you're getting packaged electricity at its best.

**NATIONAL CARBON COMPANY, INC.**

General Offices: New York, N. Y. Branches: Chicago, San Francisco  
Unit of Union Carbide **UCC** and Carbon Corporation

# SKIPPER EPHRAIM CLARK Knows How To Keep Repair Bills *Close Reefed!*



The "Eva G. Clark" owned by Capt. Ephraim C. S. Clark of Newburyport, Mass. This boat is used for flounder dragging and is powered with a Lathrop motor driving through a 1 $\frac{3}{4}$ " Monel Metal propeller shaft.

## *Here is a Set of Good Rules for any Commercial Fisherman*



Flounder dragging out of Newburyport is a man's work; like all commercial fishing. To make ends meet, in these days of close prices and weak markets, takes more than hard work and good luck.

It takes a weather eye on equipment, for one thing. You might write it down as Rule No. 1 to keep your craft in commission and out of the repair dock. That immediately suggests the reason for a propeller shaft of Monel Metal.

Monel Metal propeller shafts are stiff, strong, tough and rigid. They are strong enough and tough enough to stand hard knocks that hopelessly spring ordinary shafts. Market fisher-

men know that the boat shafted with Monel Metal keeps on the job for years without propeller shaft replacement.

Rule No. 2 might well be, use gear and equipment that isn't harmed by salt water. Monel Metal is not corroded by sea water. It doesn't pit. It can't rust. Monel Metal propeller shafts polish-in to a mirror finish that cuts down vibration and reduces wear at the bearings.

Monel Metal fish hold sheathing and galley trim don't corrode. They're easily cleaned. They last.

Rule No. 3, and it's another good one to follow, is learn from the experience of your successful neighbors. Watch what they do; you see that

more and more of them are using Monel Metal. They have learned that it saves money and holds down costs to buy equipment for reliability and long-life. Price has to be reasonable, of course. But no equipment saves money today if it only leads to constant breakage, failure, and resulting repair bills. Monel Metal has won the reputation among successful fishermen of earning its keep in low costs.

THE INTERNATIONAL NICKEL COMPANY, INC.  
67 WALL STREET, NEW YORK, N. Y.

## Monel Metal



Monel Metal is a registered trademark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.



# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

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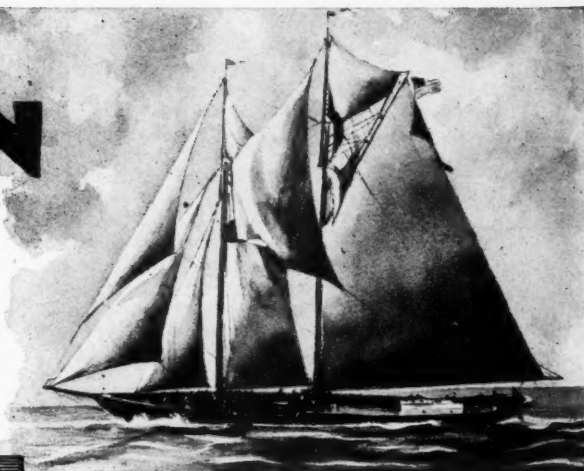
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SEPTEMBER 1934

NO. 8

## Loans for Oyster Planters

### First Production Credit Association Organized at Newport News, Va.

**A**T a meeting of oyster planters in Newport News, Va., on August 30, a production credit association was organized for the purpose of making loans to oystermen operating in the Chesapeake Bay region. This is the first of a number of associations to be organized by the Farm Credit Administration for the purpose of extending credit to oyster planters in much the same way as production credit associations make loans to farmers for production purposes.

The name of the new organization is the Oyster Planters Production Credit Association, it being the first one to be established in the United States. It has an authorized capital of \$200,000. The initial capital to be subscribed by the Government probably will be around \$125,000. The balance of the capital is paid at the rate of \$5.00 for each \$100 borrowed by the oystermen at the time they obtain their first loans.

Due to the small representation from Delaware, because of calling the meeting at as early a date as possible in order to get under way early this fall, permanent directors were not elected representing that state, nor were they elected to represent Maryland. These directors will be elected shortly after the first meeting. The two permanent directors that were elected were J. S. Darling of Newport News and W. H. Walker of Exmore, Virginia. For the purpose of organization, Salisbury, Maryland, was chosen as headquarters. However, the directors were authorized to choose a permanent headquarters at the time of their first meeting.

The meeting was attended by J. Richards Nelson and Howard A. Miller, representing the Farm Credit Administration. Mr. Nelson explained the basis upon which loans may be made to oyster planters including persons, partnerships and corporations. He said under the Act passed by Congress authorizing such loans and the regulations recently promulgated by the Farm Credit Administration, loans may be made only to planters who lease from a state or political subdivision at least 51 per cent of the total acreage planted.

"Loans may be made to—(1) purchase and plant or transplant seed oysters; (2) plant shells or other suitable cultch; (3) harvest and market oysters; (4) protect oyster crops from natural enemies of oysters; (5) purchase necessary equipment; (6) refinance indebtedness incurred for any of the above purposes."

Mr. Nelson said that it is not the purpose of the Farm Credit Administration to compete with banks, institutions, or individuals now making loans to oystermen, but that its efforts will be largely supplementary and that the loans made by the local production credit association will be of a slightly different character than those handled by commercial banks. Loans made by the association, he said, ordinarily will have a maturity of one year or less and in every instance they will be secured loans. He pointed out that many loans to oyster planters are now made on an unsecured basis, but that the law under which the association will be organized and the rules and regulations established require that oystermen provide ample security for the loans.

The primary security required will be a first lien or a chattel mortgage on the crop planted with the proceeds of the loan or all crops of oysters already planted by the applicant. Whenever a valid mortgage can not be given on the oyster crop, explained Mr. Nelson, the association will require assignments of the leases of the oyster grounds and real estate mortgages on owned oyster grounds. In some instances, borrowers may offer as security mortgages on equipment or shore property.

Loans may not exceed 50 per cent of the current total value of the oyster crops already growing and those to be planted with the proceeds of the loan. This value will be based on the cost or estimated yield, whichever is the lower.

A loan to an eligible applicant may include amounts to finance operations on land which the applicant owns or leases from private owners, provided that such operations are an integral part of those conducted on the land which the applicant leases from a state or political subdivision.

Mr. Nelson pointed out that the new association will handle only loans to oyster planters for production purposes. The rules and regulations under which loans will be made will be available shortly from the Farm Credit Administration in Washington. Mr. Nelson pointed out that the Government is not making these loans but that the oystermen form a co-operative credit association known as a production credit association and that the Production Credit Corporation in Baltimore subscribes for the initial capital and the oystermen as they borrow subscribe for stock to the extent of \$5 for each \$100 or fraction thereof borrowed.



"Legitimate credit will be given to qualified oyster planters and such loans should prove very helpful particularly under present conditions. In general, loans can be made to oyster planters carrying on operations on territory leased from the state or political subdivision covering at least half of the oyster beds cultivated by the borrower. Full security must be given in the form of crop liens against crops of oysters already planted and to be planted from the proceeds of the loan. In addition, a mortgage against the boats and other equipment will be required. Loans will be made on a basis of twelve months or less with repayment coming from crops of oysters already planted.

"Loans will be made only to experienced oyster planters who operate the planting and growing of oysters on productive oyster grounds and reap the benefits of that operation. The planters must furnish proof of adequate police protection against poachers on the oyster grounds on which the operations are conducted."

### Availability of Fish Will Compensate for Other Food Shortages

**I**NCREASED use of fish is foreseen as a result of the expected shortage of foodstuffs caused by the drought, the most marked effect of which will probably be on meat.

Our usual consumption of meat is fairly high compared with most other countries, while the per capita consumption of fish in the United States is about the lowest in the world, with the exception of Italy and Russia. The per capita consumption of fish in England and Wales is 35 pounds, in Canada 29 pounds, Sweden 52 pounds, Norway 44 pounds, etc., against a per capita consumption in this country of 15 pounds.

The records of the Bureau of Fisheries show that there are 160 varieties of edible fish taken from the waters of the United States, and that 12 of these constitute almost 80% of the fish consumption in this country.

The high nutritious value of fish and shellfish is generally recognized, and there is virtually no possibility of an important lack of commercial fishery products. In fact, there is every evidence that the fishing industry can readily adjust itself to as much higher production as conditions warrant.

#### Good Oyster Crop Will Aid Food Supply

With the predicted future scarcity of meat and some other food products, due to the drought, oysters are expected to be ready sellers during the coming season, according to W. H. Raye, President, Blue Points Company, Inc.

Not only will oysters make a stronger appeal to the housewife's budget this year, but the 1934-5 season will be the first to experience the full effects of the stimulation repeal has given oyster eating, Raye points out.

Prices will probably be at about the same levels as last year, as an excellent supply of fat, healthy oysters of the 1930 "set" is available for the coming season.

September 1 marks the return to work of approximately 50,000 men employed by the oyster industry a-sea and a-shore. More than 2,500 power boats equipped with dredges, and about 31,000 small craft with tongs, rakes, and grabs are required to harvest the oyster crop.

#### Need of Fish Meals

Because of the drought situation there may be need of supplying increased amounts of vitamin-A-containing foods. This can be done in two ways, through feeding fish with a high vitamin A content, or by using the fish meals in feeding dairy cows and chickens to supplement the diets which it seems now may be somewhat short in this vitamin.

#### N.R.A. In Conference with Government Agencies

The National Recovery Administration has considered the matter of fish production and processing with various other Government agencies, including the Bureau of Fisheries, the Federal Emergency Relief Administration, and the Reconstruction Finance Corporation; bringing before the F.E.R.A. plans for the utilization of fishery products in its emergency relief

program, and conferring with the R.F.C. relative to plans for loaning money to develop the more orderly marketing of fishery products.

### Oyster Advertising Campaign Plans Being Perfected

**A**T the convention of oyster growers and dealers held in Baltimore last month, the need for National advertising was conclusively demonstrated.

Since then the advertising committee has been perfecting plans for proceeding with the campaign which was overwhelmingly endorsed at the convention.

The can and package companies are cooperating with the committee in its plan for raising the necessary funds.

Research has proved that oysters are a fine food and an exceptionally good product on which to base a successful business. But the present consumption of oysters is ridiculously low—one pint per person per year. This is a third of what it was 25 years ago.

The oyster industry has depended on the consumer to continue eating oysters, and now finds that the consumer has been eating less and less oysters, while other food products have been used in increasingly larger quantities due to advertising campaigns which have stimulated the consumer demand for the products advertised.

If the oyster industry can regain only a part of the ground it has lost, the increased business will make it a strong and profitable industry. It is only necessary to "sell" oysters to the housewife, and advertising will do it.

With all the growers and dealers in the entire industry united in a determined effort to popularize the good qualities of oysters, the demand for this food will increase, and even a 50% increase will restore the prosperity of the industry. It is not too much to expect that within a number of years the demand for oysters can be doubled, and that amount will still be less than the number of oysters eaten 25 or 30 years ago.

For the benefit that will be derived by members of the industry, the cost of participating in the program is small—only 1c per gallon, assessed and collected in a manner which will be fair to all.

Subscriptions will be solicited from shell oyster shippers and big distributors of oysters, as well as members of the Oyster Growers and Dealers Association of North America.

As funds become available, the Association will fire off one barrage of artillery after another until the objective is attained.

Following are the members of the advertising committee: Howard W. Beach, Frank W. Lawson, H. Gordon Sweet, Benjamin J. Rooks, Royal Toner, J. Richards Nelson, Charles Neubert, Jr., R. L. Miles, Jr., George T. Maggioni and Wm. H. Raye.

### Bureau of Fisheries at World's Fair

**H**OW one of the Nation's newer industries has been built up, adding \$24,000,000 a year to the income of the United States, is told at an exhibit at the World's Fair in Chicago. This is the exhibit of the Bureau of Fisheries in the Federal Building. The new industry has grown out of the utilization of waste from the fisheries through the manufacture of by-products.

Still growing, it has been developed largely through research work done by scientists in the employ of the Bureau. The products are numerous. Among them are pearl essence paint, finger nail polish, glues, waterproofing for fabrics, isinglass, printing inks, soaps, leather, and oyster and fish flour. These are only a few of the scores of uses to which fisheries products, once thrown away, are now put. Properly told this would make a great industrial romance of the seas.

The exhibit is backed up with charts showing the comparative values of seafoods and other foods, cases filled with deep sea and fresh water fishing equipment, gill and pound nets. Also there are tanks of live fish, and a collection of shells telling the life story of the oyster.

## Maine

### Lobster Cooperative for Limitation of Imports

By Alfred Elden

**U**NANIMOUS opinion that limitation of Canadian importations is essential for the preservation of the New England lobster industry was expressed by the lobster fishermen who attended the NRA code hearing at Rockland, Maine, on August 17.

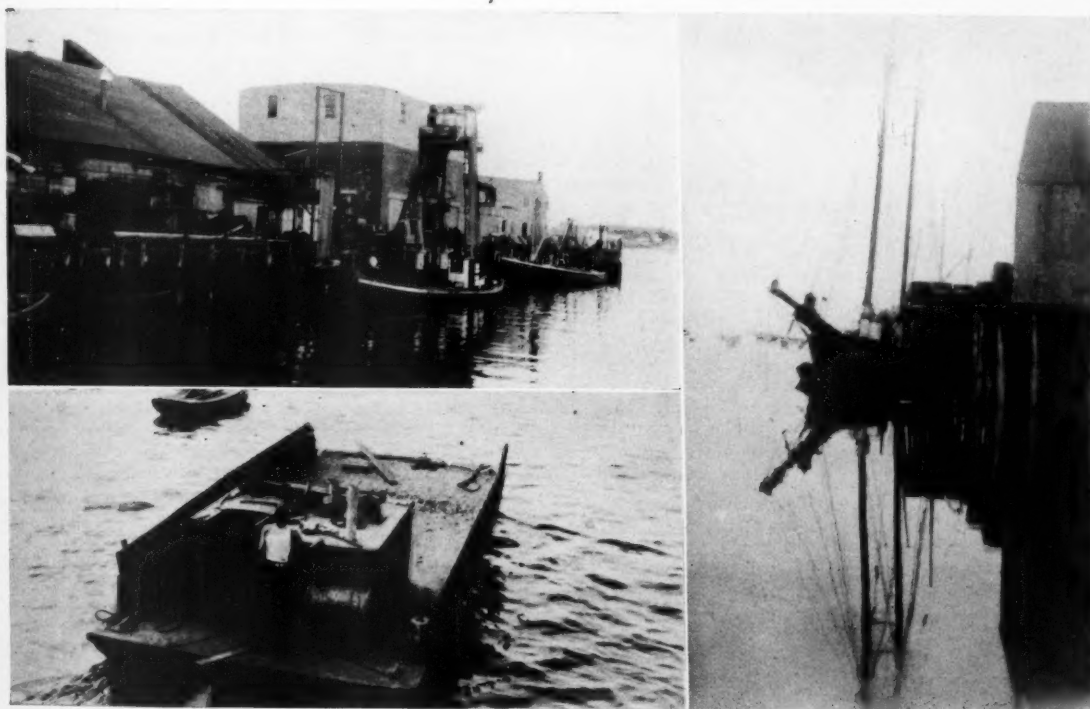
The organization represents 80% of the 3,000 licensed lobster fishermen in Maine, which fact permits the petitioning of the NRA for an embargo or restriction on lobsters from Canada.

#### Dirigo Fish Co.

The Dirigo Fish Company, Union Wharf, Portland, is one of the most compact wholesale fish concerns in Maine. Practically every department is under one roof. There is deep water along the sides and at the end of the wharf, and vessels can always unload without consideration of tidal conditions. This company has had some of Maine's most notable fish concerns and best known fish men as its forebears so to speak.

Melville W. Trefethen was its President for several years but his untimely death last February 12 left the position vacant and it has never been filled. William O. Verrill is its treasurer and general manager and under his experienced guidance the Dirigo is now among the foremost of Maine's wholesale fish establishments.

"I suppose you might say we are an outgrowth of the old J. W. Trefethen Fish Co., on Commercial Wharf," explained



Upper left: Maine Fish Meal Co., and Dirigo Fish Co., Portland, Maine. Lower left: One of the motor scows that removes the waste from all Portland fish houses including sardine factories and takes it to the Maine Fish Meal Co. Right: The "Aberance", owned by the Dirigo Fish Co., tied up at the end of Union Wharf.

Deputy Administrator R. H. Fiedler conducted the hearing on the proposed code which will be effective for lobster fishermen in Maine and Massachusetts.

#### Massachusetts Represented by Vallier

The Massachusetts Lobster Fishermen's Association was represented by President Clifford Vallier, of Brant Rock, Mass.

Spokesmen for the fishermen counselled that each State be permitted to follow its own restrictions governing the size of lobsters which may be marketed.

Sections C and D, affecting price agreements and restricting price cutting, were stricken from the code after Representative Edward C. Moran, Jr., pointed out that recent legislation authorized cooperatives to engage in collective fishing, processing and marketing.

Following are the officers of the recently organized Maine Lobster Fishermen's Cooperative: William Cook, of Tenant's Harbor, President; Clarence L. Smith, of Bernard, Vice-President; Clarence Goldthwait, of Biddeford, Secretary. The officers, with Robert E. Freeman, of Round Pond; Alton Dobbins, of Beals; Ellery Johnson, of Burnt Island, and Raymond M. McIntire, of Small Point, will serve as directors.

Manager Verrill to the ATLANTIC FISHERMAN. "It was about 1915 that I was one of the firm of Rundlett & Verrill Co. We took over the J. W. Trefethen Co., the W. T. Studley Co., and the Sargent Fish Co.; in fact, about everything in the fish line on Commercial Wharf

"In 1916 I left, and with Melville W. Trefethen we formed the Dirigo Fish Co. The Rundlett Co., went into a receivership and we also acquired that. We were located then on Widgery Wharf but we moved here to Union Wharf about 1920. Out at the end of Cape Elizabeth near Crescent Beach, Charles Olsen has for about 40 years carried on one of the largest fish pounds on the Maine coast.

"The reason I mention this is because our company and its predecessors have always bought the output of his pound. He sold to the J. W. Trefethen Co. 40 years ago, and we buy his entire catch today. The Olsen pound is famous for its large catches of mackerel, herring and butterfish. We have one big schooner, the *Aberance*, Captain Irving Hamilton, that we own and which constantly brings us fish. Then, of course, we buy generally as all do from other craft large and small. Our business is strictly wholesale.

"Speaking of the *Aberrance*, this craft used to have the name of being a hoodoo, but under the skillful guidance of Captain Hamilton it has dispelled any hard luck that used to follow it. It is 83 feet overall and was built by Thacher H. Soule, at South Freeport, in 1923. Its motor is a 3-cylinder Diesel of 75 h.p. manufactured by the Standard Motor Construction Co., of Jersey City. There are two 1,000 gallon fuel tanks. The propeller is a Hyde, and the battery an Exide.

"We have a splendid cold storage," continued Manager Verrill, "of 6,000 barrels capacity. We freeze a lot of fish for bait, and mackerel for winter consumption. There are two York Manufacturing Company ice making machines each with 40 ton compressors, so the Dirigo Company makes all of its own ice for the *Aberrance* and for shipping its products.

"We have a large department devoted to smoked fish products and we also specialize in herring for animal food at fox and mink ranches. We send this food to New York State, Pennsylvania and throughout New England. It has been shipped as far West as Michigan. Herring in the smaller sizes are the most desirable."

#### Maine Fish Meal Co.

"I think I should say something about the Maine Fish Meal Co., which has a modern plant right next door to the Dirigo. This concern was started by our late President M. W. Trefethen, Stanley Wood, So. Freeport, and T. H. Letson, present manager—several years ago and the Dirigo is still interested in it. It does an enormous business and through this Summer is running night and day on a 24-hour schedule.

"Eighty per cent of its output goes into fish meals for poultry and other animals, and a small part to land fertilizers. It handles all the waste fish from the Portland wholesale companies and also all the waste from the nine sardine factories. Power scows are constantly collecting and bringing in big loads of scrap fish. They make a white Maine fish meal, chiefly of cod and haddock trimmings, a herring Maine fish meal from the whole fresh herring, and a sardine Maine fish meal, all having very high food values. All these products are produced by a high vacuum process and nothing but absolutely fresh scrap is utilized."

#### Pickled Herring Industry to be Revived

A feature of the fish business at Lubec the last week in August was the start of a new industry in the former Pike & Davis stand, where large herring unsuited to the smoke-houses are being cut and cleaned preparatory to being put in vinegar. The market is firm for this new product which is back after several years of no demand.

About 30 operatives are finding employment. Thirty cents a tub is paid by the proprietors and the ordinary worker will decapitate and eviscerate a tub an hour. After cleaning they are immersed in salt water and sent to New York where they will be repacked in vinegar. The operators, George Durgin and John Durgin, Jr., say they have an ample market for all the fish of this style they can pack.

#### Land 72 Tuna in a Month

In only a month's fishing Oscar Gilliam and Ernest Wallace, young West Point fishermen, caught and sold 72 giant tuna or horse mackerel as Casco Bay fishermen know them. The largest weighed 630 pounds dressed and the smallest 254 pounds. They averaged about 4 cents a pound at the Portland markets. In August, Wallace and Percy Plant of Bath brought in a fish that weighed 900 pounds, the largest tuna of the season.

#### Business Good with Sargent, Lord & Co.

Sargent, Lord & Co., of Portland, have sold three Buda engines: one for Capt. James McVane's lobster smack of Cliff Island; another for the Portland Fish Company's gill-netter, *Hortense*, Capt. Roy Curtis, and the third for Capt. Elroy Johnson's lobster boat of Bailey's Island.

They report their volume of paint business as being three times that of last year. A recent sale was Pettit paint for the *Anna C.*, of the Cooperative Fish Co.

Among other supplies for fishermen handled by them is Plymouth Rope.

## New England Sardine Canning Industry Code Hearing

**P**ACKERS representing 80% of the New England sardine canning industry met at Bangor in August with representatives of the National Code Authority to present the sardine code agreed on by them. The meeting was presided over by R. H. Fiedler, of Washington. Presentation of the Maine Sardine Packers Association's position was made by the secretary of the organization, James Abernethy, of West Pembroke, who said that the 1933 pack was a little under 1,000,000 cases but it is the hope of the packers if they can get the proper code to stabilize the industry, that by 1935, they could pack annually and be able to sell as many cases of sardines as were averaged each year prior to 1931 and again be able to give employment at a fair wage to as many people as were once employed. All of the Maine packers agree that a code of fair competition is needed.

For men the code provides a maximum of 60 hours per week during the processing season, with a maximum of 10 hours in any one day. In the non-processing season the maximum wage is 33 cents per hour for this time allowance. For women, the maximum is 44 hours per week during the processing season with an 8-hour day; 36 hours per week during the non-processing season. The minimum hour wage is 25 cents and the basic price for packing is 18 cents per case of quarter oils. The wage earned must not fall below 25 cents an hour. The case price represents an increase of 2 cents, the former rate having been 16 cents. For both men and women all maxima may be increased two hours per day in case of need where fish must be processed and no other help is available. At such times wages of one and one-third the normal hour rate must be paid.

The new rules are said to be partly favorable to both employer and employee but with some things left to be desired such as the establishment of a minimum price that would leave the packer a fair profit and remove the danger of price-cutting. Secretary Abernethy has made a trip to Washington in this regard and to make some representations regarding hours. The fact that there are times when the tides are "on" have much to do with the working schedule as fish come more regularly and in such hours as to cause overtime work. This the packers feel would entitle them to employ their crews on a sliding scale of hours instead of being held down to a stated number each week.

#### Application Denied

A request by the Maine Sardine Packers Association, of Eastport, Maine, that its members be excluded from terms of the fishery industry code, was denied under an order issued by the National Recovery Administration.

The petitioning group, which would be subject to the code for the Maine sardine canning division of the fishery industry, had expressed a desire to operate under the code for the canning industry.

Since receipt of the petition, the order said, a group of sardine canners, representing about 84 per cent of the industry, have "individually requested that they remain under the provisions of the code of fair competition for the fishery industry, and be allowed to develop a divisional code covering their specific division of the fishery industry." The application therefor, was denied.

#### Underwood Co. Uses French Method of Cooking

The William Underwood Co., McKinley, has enough orders to keep it going indefinitely and its store houses are well cleaned out. V. H. Latty, Manager of the McKinley factory believes he can continue until well into the Fall if fish of proper size and quantity can be secured. This factory is the only Maine sardine plant that cooks its fish by frying in oil using the so-called French method. Other producers steam or bake the fish. This company specializes in a certain size herring which packs six to eight to the can and has built up a high grade specialty demand.



## Eastport FERA Cooperative Provides Market for Fish

**E**ASTERN Maine line and trawl fishermen at Eastport, Lubec, and adjacent points are enjoying a steady and adequate market for their catches of cod, haddock, pollock, cusk and hake, at prices which ensure a living wage, due to the recently organized Maine Coast Fisheries, Inc., which organization, under Government supervision, has leased the comparatively new and finely equipped plant of the Blanchard Mfg. & Canning Co. of Eastport for the purpose of a landing depot, a processing plant for fresh fish, and also for the canning of high grade sardines.

The Government supervised cooperative organization is under the direction of Rufus H. Stone, FERA Administrator. David L. Blanchard, principal owner of the property, is general manager of the concern, and Oscar (Tumps) Odell is the foreman of the sardine factory. Harry Mitchell has had charge of the fish shed.

### Truck to Portland

At present an 8-ton truck operated by E. S. Hiscock of Damariscotta, Me., and Jimmy Percival of Portland, Me., leaves Eastport daily at 1:00 P.M. for Portland, Me., with loads of fresh, iced fish varying in weight according to the daily catch of the local fishermen. The fish landings are market-dressed at the plant by the fishermen themselves, and are packed in ice in boxes containing 300 pounds each of cod, haddock and pollock. The truck is handling about 16 tons of fresh fish a week from the Blanchard plant, which represents the surplus catch of the Eastport and Lubec fishermen over and above the requirements of local fish dealers who are supplied with fish at code prices before the Cooperative receives its landings. Prices paid the fishermen are 3 cents a pound for haddock, 2 cents a pound for cod and cusk, 2 cents a pound for pollock with heads and entrails removed, and 1 cent a pound for hake.

### Boats Landing Catches

About a dozen large fishing boats from Eastport are landing catches at the Blanchard plant, and several more from points farther West along the Maine coast, including Earl Boomer of Lubec, who has been bringing good fares to Eastport from the Grand Manan Bank. Local dory fishermen also sell fish to the Cooperative.

Among the pollock fishermen Alden (Buck) Bucknam of Eastport generally takes the lead. He and his mate, Joe Roop, in the speedy powerboat *Eudora*, specialize in the catching of extra fine Quoddy pollock, and Mr. Bucknam is an expert in curing the slack-salted variety of dried fish. Hubert Chaffey runs close second to "Buck" in the catching and curing of pollock.

The dean of Eastport handline fishermen is Capt. James Malloch. Who can trim Capt. Malloch in a cod-hauling contest, despite the fact that he says he is "not as young as he used to be"?



*The Blanchard Mfg. & Canning Company's sardine factory at Eastport, Maine.*

### New Weir

Among the many fine sardine weirs along the Perry, Me., shore that have been catching sardine herring this season is a new structure built near Gleason's Cove at a little island off Frost's Point by Capt. Will ("Fiber") Foley, boatman for the Seaboard Packing Co. of Lubec. The new weir has proved itself to be a success, and Capt. Foley, with his partner, Capt. Aldie Sutherland of Eastport, sold several fair sized lots of fish lately.

### The Blanchard Sardine Plant

Eastport sardine factory workers, and Maine weir fishermen and seiners, are rejoicing over the fact that once again, after a lapse of many years, the flash and slash of long bright cutting knives may be seen and heard in the "cutting-shed" of the canning plant of the Blanchard Mfg. & Canning Co.

In reverting to the original and praiseworthy pioneering process in the sardine canning business known as "cutting" (the removal of the heads and tails of the fish and the entrails also, before being cooked, by the use of cutting knives in the hands of factory laborers) observers see in the example set by the operators of the Government supervised plant the eventual general readoption of the cutting method used years ago, and later abandoned for the snipping or clipping process applied to the cooked fish. Fishermen see in the new-old processing method the relegating to oblivion the much damned "red feed" nuisance which has caused exceedingly great losses of money to weir fishermen and seiners of eastern Maine for some years past.

The total number of employees at the Blanchard factory is about 125 men and women. Eugene Haley is the machinist in charge of four sealing machines, three of these being "double-headers". Guy Sullivan, of Eastport, is the carpenter in charge of factory improvements.

There are 27 packing tables, at which 54 women packers work putting the little fish in cans. The cans used are the



*The "America", owned by the Blanchard Mfg. & Canning Co., in command of Capt. William Kierstead.*



*The "International", owned by the Blanchard Mfg. & Canning Co., skippered by Capt. Harry Mitchell.*

product of the American Can Co. About forty cutters, all men, armed with dangerous looking knives, cut the heads and tails from the fish when the herring are hoisted from the boats and sluiced on to the tables in the pickling shed.

No two persons from one family are allowed to work at the Maine Coast Fisheries, Inc., plant, it being the intention of the Government that the labor shall be widely and equally distributed as far as possible, in order that as many families as need work and can be accommodated will receive it.

The Blanchard Mfg. & Canning Co.'s boats, two of the best known in the city, namely the *International*, commanded by Capt. Harry Mitchell, and the *America*, commanded by Capt. William Kierstead, both capable and experienced boatmen, will purchase fish from weirs on the Perry shore and at other places along the Maine coast.

#### Machiasport Canning Co.

At Machiasport a new concern, the Machiasport Canning Co., J. E. Wass, President, has recently started packing sardines, having taken over one of the plants of the Seacoast Canning Co. Approximately 125 people are employed, including 70 women packers and 55 men. The capacity of the plant is 1200 cases of 10 ounce cans in ten hours. A ready supply of experienced labor, and convenient location to the supply of fish, place the plant in an ideal position.

According to Mr. Wass there has been a very good run of herring this year. The fish which have supplied the factory have come mostly from Canadian waters, being brought in by the Company's two boats, the *Woiee* and the *Kenneth D.*, besides six hired boats. The *Woiee* which was recently purchased from the E. W. Brown Co., of Portland, has a capacity of 50 hogsheds, is powered by a Fairbanks-Morse Diesel engine, and carries a crew of 6.

The plant is equipped with the latest type machinery including modern can washers and conveyors.

#### Ready for Smelt Season

Over at Lubec smelt fishermen are "simming" and oiling their nets and getting other gear ready for the open season which started the first of September. Most of the little fish are netted near the mouths of rivers and brooks. Some weirs are also used to trap them. They bring from 16 to 24 cents a pound, the price advancing at the latter end of the season.

#### Clams Being Shipped via Truck

Hundreds of barrels of Maine clams travel over the roads to Boston each day to meet the demands of that city and surrounding areas. A score or more of trucks having a capacity of from 40 to 70 barrels are in constant operation between Boston and a number of points in Maine. Few of the trucks get their entire load at one place, but a few barrels here, a few there.

Six or a dozen clam diggers will meet at the main point



*The Machiasport Canning Co., Machiasport, Maine.*

of delivery. They do not work in cooperation but each man for himself. Some dig a barrel on a tide; others may get more than two barrels, while still others will be in between those figures. Each man's stock is taken separately and he generally receives about \$2.40 a barrel. As the Boston market likes the small clams it calls for more work to dig a barrel than when the market will accept the big fellows. Orrs, Bailey and Great Islands are favorite points for the truck drivers to collect their loads.

#### Southwest Harbor

The Addison Packing Co., packers of sardines, have been in business about 20 years and employ 75 persons. They operate two vessels, in command of Capt. Alton Stanley and Capt. Herbert Tapley. Their plant has a capacity of 80,000 cases. A. M. Mitchell is the superintendent.

#### Sea Scallops

The deep sea scallops still come in. At Rodney Feyler's Rockland plant, 1500 gallons were taken out of the *Pauline Boland* and 1400 gallons from the *Madeline & Flora*, Aug. 25.

#### New Boats

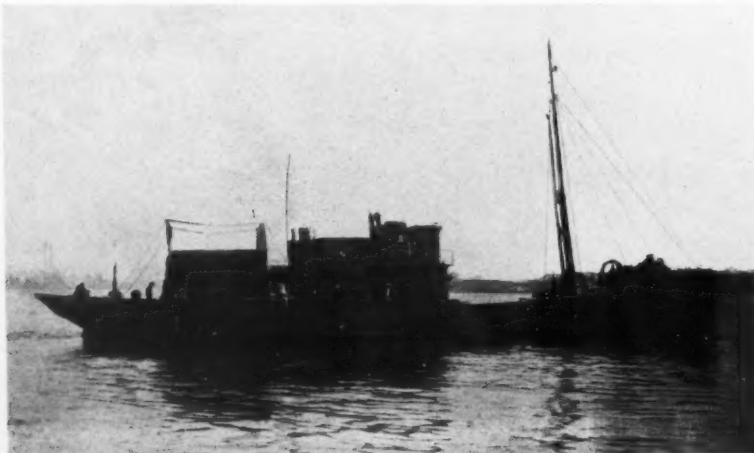
Alger Pike of Lubec, has just bought a new 40-footer built for line and trawl fishing. Other new boats have been bought by Earle Ingalls and Clarence Kelley.

#### Kennebunkport

B. F. Warner recently finished a trap boat 37 x 10, powered with a 30 h.p. Regal, for Capt. J. A. Woodbury, of Gloucester.

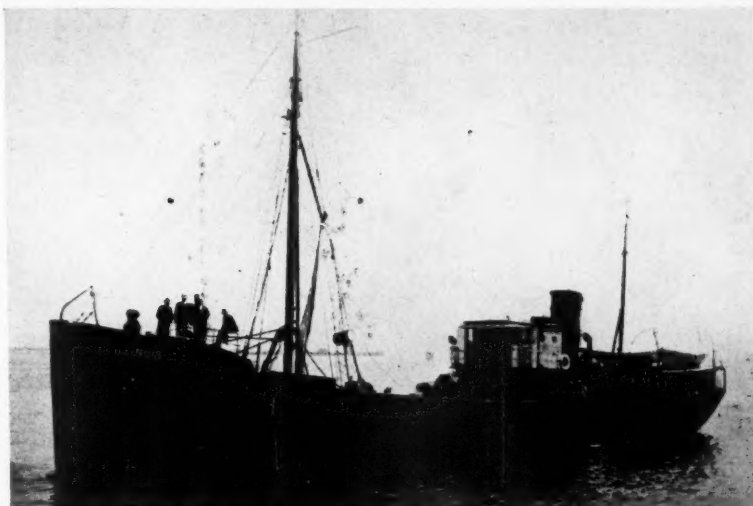
#### F. R. Davis Boat Shop

The F. R. Davis Boat Shop at Port Clyde, reports a good upturn in business. Besides building boats, they do all types of boat and engine repair work. They are doing a considerable amount of work as a result of the new fishermen's relief project. The plant is 100 x 45 and is employing 16 men.



*The "Boston", Capt. C. J. Coffin, owned by the Massachusetts Trawling Co., of Boston, powered with a 330 h.p. Nelsec Diesel, and equipped with a 2-cylinder CE 14 h.p. Lister, sold and installed by the Wharf Machine & Electric Co.*

Trawler "Illinois", owned by the Red Diamond Trawling Co., of Boston, a subsidiary of Booth Fisheries Corp., commanded by Capt. Morton Selig. Length, 132 ft., beam 24 ft., depth 13.14 ft.; tonnage, 260 tons gross, 115 tons net; main engine, 6-cylinder, 550 h.p. Fairbanks-Morse Diesel. Capacity, 300,000 pounds; batteries, Edison.



## Massachusetts Fisheries Association and Booth Conduct Trawler Trip

**A** GAIN this year the Massachusetts Fisheries Association sponsored an outing for food editors, and on August 16 a number of newspaper men and women were guests of the Booth Fisheries Corporation on an actual demonstration trip of a modern Diesel trawler.

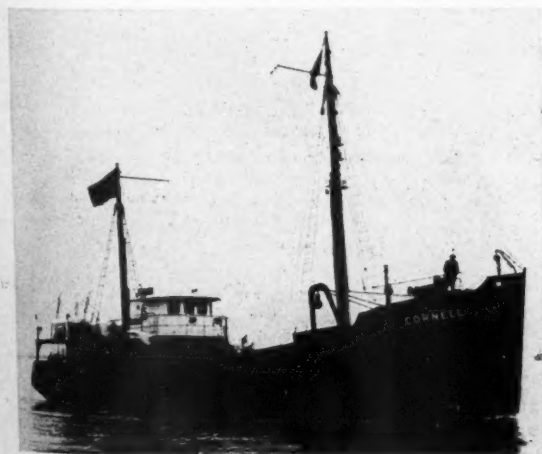
The group met in the offices of the Massachusetts Fisheries Association, and journeyed out to Stellwagen Banks on the trawler *Illinois* to witness and take part in actual fishing operations.

The cruise was conducted by the Red Diamond Trawling Co., a subsidiary of the Booth Fisheries Corp., and the *Illinois* was in command of Capt. Morton Selig.

There were 82 people in the party. During the fishing demonstration 600 pounds of fish were taken. The vessel then proceeded to Gloucester, and inspected the harbor.

### Vessels Drydocked

During the month of August the following fishing vessels were on drydock at the Atlantic Works: *Loon*, *Venture II*,



The "Cornell", one of the General Seafoods trawlers, built at the Fore River plant of Bethlehem Shipbuilding Corp. Equipped with a 375 h.p. Cooper-Bessemer reversible 8-cylinder engine, Bethlehem electric winch, Diehl generator, and Exide batteries.

*Plover*, *Illinois*, *Newton*, and the tugs *Luna* and *Venus*. The following vessels were at Green's: *Amherst*, *Nova II*, *Dartmouth*, *Gossoon*, *Gertrude DeCosta*.

### Fish Pier Landings for August

<i>Adventure</i>	260,200	<i>Kingfisher</i>	426,000
<i>Alvan T. Fuller</i>	163,500	<i>Lark</i>	379,300
<i>Amherst</i>	244,000	<i>Laura Goulart</i>	176,000
<i>Andover</i>	231,000	<i>Leonora C.</i>	79,500
<i>Andrew and Rosalie</i>	71,000	<i>Loon</i>	132,000
<i>Arthur D. Story</i>	50,500	<i>Maine</i>	353,000
<i>Billow</i>	110,000	<i>Maris Stella</i>	221,000
<i>Boston</i>	270,500	<i>Marjorie Parker</i>	157,200
<i>Boston College</i>	127,000	<i>Mary DeCosta</i>	63,000
<i>Brant</i>	115,000	<i>Mary E. O'Hara</i>	193,800
<i>Brookline</i>	356,800	<i>Mary P. Goulart</i>	229,200
<i>Cambridge</i>	204,000	<i>Natalie Hammond</i>	146,000
<i>Corinthian</i>	94,000	<i>Newcastle</i>	23,000
<i>Cormorant</i>	520,000	<i>Newfoundland</i>	24,500
<i>Cornell</i>	121,000	<i>Newton</i>	128,500
<i>Donald</i>	26,000	<i>Notre Dame</i>	119,000
<i>Dorchester</i>	284,000	<i>Ocean</i>	292,000
<i>Ebb</i>	371,000	<i>Oretha F. Spinney</i>	39,000
<i>Edith C. Rose</i>	110,500	<i>Patrick J. O'Hara</i>	475,000
<i>Elk</i>	214,700	<i>Penguin</i>	292,500
<i>Exeter</i>	99,300	<i>Philip P. Manta</i>	34,000
<i>Fabia</i>	436,500	<i>Plover</i>	126,000
<i>Flow</i>	174,000	<i>Pollyanna</i>	42,000
<i>Foam</i>	353,000	<i>Princeton</i>	225,000
<i>Fordham</i>	342,000	<i>Quincy</i>	255,000
<i>Frances C. Denehy</i>	131,700	<i>Rainbow</i>	110,000
<i>Gale</i>	400,000	<i>Reliance</i>	135,000
<i>Gemma</i>	493,000	<i>Rhodora</i>	180,500
<i>Georgetown</i>	146,000	<i>Rita B.</i>	41,100
<i>Geraldine &amp; Phyllis</i>	63,100	<i>Sadie M. Nunan</i>	93,100
<i>Gertrude de Costa</i>	107,000	<i>Saturn</i>	259,000
<i>Gertrude L. Thebaud</i>	45,000	<i>Shamrock</i>	112,000
<i>Gertrude M. Fauci</i>	81,500	<i>Shawmut</i>	293,000
<i>Gossoon</i>	211,000	<i>Spray</i>	95,000
<i>Grand Marshall</i>	84,000	<i>Teel</i>	301,000
<i>Harvard</i>	461,000	<i>Tide</i>	246,000
<i>Hekla</i>	316,000	<i>Trimount</i>	170,000
<i>Helen M.</i>	76,000	<i>Vagabond</i>	31,500
<i>Heron</i>	329,000	<i>Vandal</i>	60,000
<i>Hesperus</i>	41,000	<i>Venture II</i>	64,200
<i>Illinois</i>	65,000	<i>Waltham II</i>	40,100
<i>Imperator</i>	216,600	<i>Wamsutta</i>	22,000
<i>Ingomar</i>	57,000	<i>Wild Goose</i>	392,000
<i>Isabelle Parker</i>	220,300	<i>William J. O'Brien</i>	319,000
<i>Joffre</i>	211,000	<i>William L. Putnam</i>	46,000
<i>Julia</i>	30,500	<i>Winthrop</i>	97,000
<i>Killarney</i>	65,000	<i>Yankee</i>	30,600





Capt. Fred Wilson, of the "Shamrock" owned by O'Hara Bros. Co., of Boston.



Capt. Chris Christensen of the trawler "Newton", owned by the Boston Trawling Company.



Captain Lawrence Santos, skipper of the Provincetown schooner "Mary P. Goulart".



Boat owned by Percy Marsh of Bourne, Mass., powered with a Palmer Pal, and equipped with Hyde propeller and Hathaway stern bearing. Mr. Marsh is President of the Plymouth Fishermen's Association and a director of the Massachusetts Lobstermen's Association.

#### Prices for Swordfish Better than Year Ago

During the first week in September swordfish sold from 20 to 23 cents per pound for large, and from 15 to 18 cents for small, as compared with 15 to 18 cents for large, and 14 cents for small in the corresponding week last year.

The total receipts for 1934 up to September 5, were 9,053 fish as compared with 10,154 fish in the same period of 1933.

Swordfishermen are now hauling out of this branch. The few that continue will go to Georges where some fish are reported.

#### Radio Direction Station to Remain

The radio direction finder station at Thatcher's Island will remain as is for an indefinite period, according to announcement made on August 28th by the United States Naval Hydrographic office.

It had been previously stated that the station would have to close before the end of the present year, due to the national economy wave in certain circles. The station has been very useful in the past to coastwise shipping, especially in bad weather, when boats need the service to determine their positions, and many a mariner will be relieved to realize that he will not be deprived of the station.

#### Get Best Single Trip

Capt. Bert Perry and crew of the swordfishing schooner *Josephine and Margaret* arrived in Boston early last month with 132 fish, which weighed better than the average. Each of the crew received \$192 for the three weeks' work, giving them the best single trip of the entire fleet for the season.

#### "Alpar" Brings in 800-Lb. Swordfish

An exciting two-hour battle to land a swordfish was described by the crew of the Boston fishing schooner *Alpar* on her return to the Fish Pier last month from a swordfishing trip off Nantucket. The monster was finally conquered, but not before he had towed the dory over a wide area, in a frantic effort to get away. The fish, measuring 17 ft. over all, and weighing 800 pounds, was the largest of the type seen in Boston in years.

#### Towboat Launched for Bay State Dredging Co.

The *Joanne Dunphy*, a 50 ft. towboat, was launched for the Bay State Dredging Co., from Story's Yard in Essex last month.

The *Joanne Dunphy* is powered with a 140 h.p. 4-cylinder 10 x 12½ Fairbanks-Morse Diesel, with all Fairbanks-Morse equipment, including a 10 h.p., 6 k.w. Diesel driven Fairbanks-Morse auxiliary. She is to have a Hyde propeller and Cunningham whistle.

#### P. J. O'Connell Yacht Basin

The P. J. O'Connell Yacht Basin at Boston is one of the best known boat building yards in Eastern waters. Mr. O'Connell has had some fifteen years experience in this line of work. He has under his supervision a corps of very capable men.

The plant has been renovated and improved, a new electric marine railway is now in operation, also an elevator to convey the boats from the water inside the building to a carrier which in turn places the boats in a cradle.

The building is 300 x 70 ft., and the average depth of water around the plant is 8 ft. at low tide.

#### Hyannis

Kenney's Sport Shop is carrying a full line of fishermen's supplies, including Plymouth rope, Linen Thread products, Eveready dry and hot shot batteries, coast charts, Mustad hooks, Carter's oilskins, Firestone boots, paints and marine hardware. They also repair sails.

Carter & Young Machine Shop has been servicing the Provincetown fleet for machine work and welding, besides taking care of the local fleet. They are agents for Buda and Palmer engines and Exide batteries.

## Gloucester

### To Have First Harbor

### Radio Beacon on Atlantic Coast

By E. A. Goodick

IT will be easy in the future for a vessel bound down East or to the Westward but buffeted by gales or blinded by rain, fog or snow to find her way safely into a haven behind Gloucester Breakwater. This will be the first harbor radio beacon on the Atlantic Coast.

The Honorable G. R. Putnam, Commissioner of Lighthouses, has recently approved and work has been started on the preparation of two transmitters for a Radio Beacon to be installed in the Red Light Tower on the end of Dogbar Breakwater. The Code Signal of the Beacon has not yet been assigned but the frequency will probably be 304 kilocycles. Its operation will be at times of fog or low visibility and also possibly on a definite schedule in clear weather such as the second or third quarter of each hour. The responsibility for maintenance and operation will be in the hands of the present Lightkeeper of Eastern Point Light, Captain Carl D. Hill, under the supervision of Captain George E. Eaton of Chelsea.

This beacon will also be available for the calibration of Radio Direction Finders by vessels within the harbor, making unnecessary the heretofore essential trip to Boston Light Vessel for this purpose. Swinging the vessel in the smooth water of Gloucester Harbor will make the calibration work more accurate and the Direction Finders on vessels of the fishing fleet more dependable.

Capt. T. F. Bludworth, of Bludworth, Inc., New York, says: "A strong and sustained effort was made to have this Beacon speak the word 'Gloucester, Gloucester' followed by a horn tone rather than the conventional 'dah dit dit dah' code signal. A talking transmitter was even built to demonstrate the practicability but the proposal was rejected by the Lighthouse Bureau because of the too narrow band of frequencies in which all of the ninety-nine Radio Beacons around the coast of the United States have to operate. This band of from 284 to 316 kilocycles is all too narrow and not only denies the privilege of having the Gloucester Beacon say 'Gloucester' but also has limited the development of Direction Finders. It is hoped that those in authority will bring pressure to bear to have the Marine Radio Beacon Band extended to include some of the little used frequencies now assigned to the United States Army."

For the information of those not familiar with Radio Direction Finders, it might be of interest to explain that these beacons are in reality small radio broadcasting stations, sending out a carrier wave just as WEAJ or WOR and interrupting this carrier wave at intervals to make characteristic signals such as "dah dit dah" which is the signal for Portland Light Vessel, or "dah dah dah dah" which is the signal of Nantucket Light Vessel, or "dah dah dit dit", Boston Light Vessel. The signals are not audible except when intercepted by a special radio receiver.

All of the big liners and a great many of the fishing vessels and yachts are equipped with a directional radio receiver known as a Radio Direction Finder by means of which these signals may not only be heard but very exact bearings obtained. The signals are first heard in the headphones or loud speaker and then a square, round or diamond shaped loop antenna is revolved to a point where no signal is audible. That point, 5—10—40—50—90 and so forth degrees or 1—3—5—7 and so forth points from the lubberline indicates the direction in which the Lighthouse or Beacon bears with respect to the keel of the vessel. By placing the pointer of the Direction Finder on zero or the lubberline and listening through a pair of headphones, the master of a vessel may steer with great accuracy toward one of these beacons, and bear off slightly to port or starboard as the increasing loud-

ness of the signal indicates that he is closely approaching the Beacon.

In the case of the Gloucester Breakwater Beacon, a vessel from the East would steer for Boston Light Vessel signal until he hears the Gloucester signal. Then he would change his course and head directly for the end of the Breakwater until he picks up the buoy or sees the Breakwater. The rest is plain piloting.

The Radio Beacon will also be invaluable to yachts after passing through the Cape Cod Canal, Eastward bound. The Beacon on the Western End of the Breakwater will be so close to the deep water channel that a direct course for the Beacon may be safely steered until the red light or the tower itself is plainly visible.

#### Capt. Spinney's New Schooner Launched

A new halibut for the Gloucester fleet was launched on August 25 from the yards of David Waddell at Rockport.

She is owned by Capt. Lemuel E. Spinney, and is named the *Clara and Hester*, for Capt. Spinney's two daughters.

Those who saw the craft slide off reported that it was a beautiful launching.

The craft measures 72 ft. long, 17 ft. 4 in. beam, and 8 ft. 6 in. draft. She is of 50 gross tonnage. Mr. Waddell and his men began work on her the first of June.

After the launching the craft was towed to Gloucester for her spars, and to have an 80 h.p. Cooper-Bessemer Diesel engine installed under the direction of L. C. McEwen. She will be fitted out for halibuting, and Capt. Spinney expects to leave the latter part of September for his first trip in several years.

#### New Lobster Boat for Capt. Santos

A new lobster boat was launched last month from the yard of Nicholas Montgomery at Rockport. She is 25 ft. long, 6½ ft. beam and is to be powered with a 30 h.p. Gray motor. The boat, named the *Gloria and Elaine*, is owned by Capt. Joe Santos, who will use her for lobster fishing.

#### Fish Hatchery Being Made Ready for Operations

The U. S. Fish Hatchery at Ten Pound Island is being put into shape again for operation of its facilities.

Gordon L. Davis, former fish culturist at the station is in charge, assisted by Thomas Crane, engineer, and three others who have been getting the machinery in working order, so that all will be in readiness by the last of October when they expect to have a complete force at work during the pollock season.

The station employs a maximum of 28 men at the height of operation, many of whom are spawn-takers on gill netters.

#### Large Mackerel Scarce

The Boston and Gloucester markets the latter part of August were flooded with "blinks" or small mackerel, and on the 24th, 150,000 pounds were landed in Gloucester and all were consigned to the freezer for use as bait.

During August the amount of large mackerel caught was very little due to the fact that although the fishermen scoured the coast from Gloucester to Maine they could not find the large mackerel—the ones that bring good prices.

However, on the 24th one seiner, the *Hoop-La*, Capt. Joe Cotoni, proved the exception to the rule and landed 44,000 pounds of mackerel, of which half were large, and the crew received a nice share.

For the rest of the season, seiners are permitted to land as many large mackerel as they can catch, and make as many trips a week as possible, due to the shortage in the large sized fish. However, the quota restrictions still apply to small mackerel.

#### Capt. Olsen Sails on 10th Halibut Trip

Capt. Carl Olsen, of the halibut schooner *Oretha F. Spinney* concluded his ninth trip of the season on August 15th when he landed a trip of halibut and fresh cod at Boston, and



The "We Two", owned by Berg & Johnson of Wildwood, New Jersey, powered with a 50 h.p. W-7 Bolinders engine installed by Anderson's Machine Shop.

then came to Gloucester to land 16,000 pounds of salt cod. Capt. Olsen, the high-liner of the halibut fleet, intends to make several more trips in Summer halibuting, and left a few days later on his 10th trip.

#### Storage Tanks for Cod Liver Oil

Six large tanks for storing cod liver oil have been received at the Gorton-Pew Fisheries Co., oil department. One of them has a capacity of 24,000 gallons, another 16,000 and a third 14,000 while the other three are 12,000 gallons.

#### Opens Wholesale Fish Market

Joe Re has taken over the wharf building on Mellow's Wharf where Hall & Murray formerly operated. He is to engage in the wholesale fresh fish business.

#### "Minerva" Sinks Off No Man's Land

The Gloucester swordfishing schooner *Minerva*, owned and operated by Capt. John Placanica, sank off No Man's Land on August 27.

The Newport, R. I., fishing boat *Anna* took the stranded men aboard and brought them into New Bedford. The *Anna* attempted to tow the *Minerva* to New Bedford, but within four hours, while they were about 25 miles off No Man's, it was necessary to cut the towline and the *Minerva* took a plunge to the bottom of the sea.

The *Minerva* was built at Rockport in 1917, was 59.3 ft. long, 15.4 ft. beam, and 5.7 ft. draft.

#### Frank C. Pearce

Frank C. Pearce, 71, long identified with the fishing industry died at his home in Gloucester on August 19.

His first connection with the fishing industry was when

he started as bookkeeper for the Cunningham & Thompson Co., on Commercial St. From this position he went to work on the wharf, learning the practical side of the business. In a short time he was put in charge of the vessels belonging to that concern, continuing until the Cunningham & Thompson Co. had the largest fleet of fishing vessels of any individual establishment in Gloucester.

In 1918 Mr. Pearce resigned from that concern and went into the salt fish business for himself under the name of Frank C. Pearce Co. This company continued until 1932 when it was absorbed by the General Seafoods Co., and in 1933 it was purchased by the Gorton-Pew Fisheries Co.

#### "Mickey" Hall

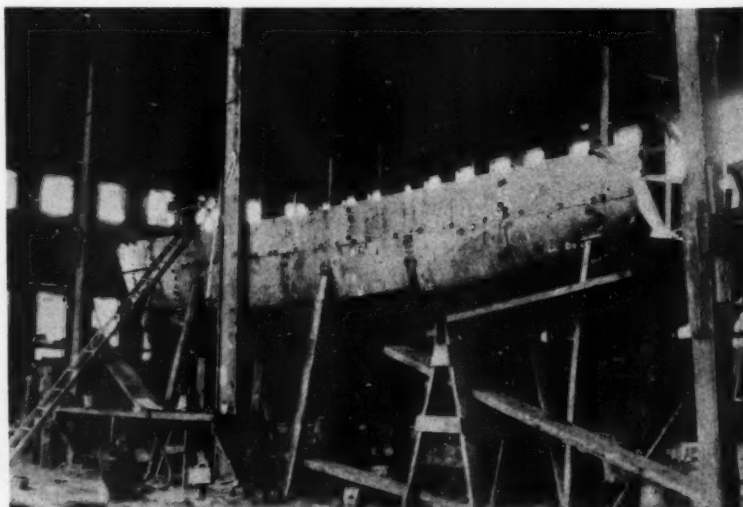
The body of Michael J. (Mickey) Hall, who served as mastheadman on the schooners *Esperanto*, *Elsie*, *Columbia* and *Gertrude L. Thebaud* during the International Fishermen's Races, was found floating beside Independence dock, near the schooner *Alice* and *Mildred*, of which he was a member of the crew, on September 2.

Slight bruises found on the forehead, nose and left shoulder, together with the report of the medical examiner, that he had died by drowning, indicated Hall had fallen from the gangplank of the schooner during the night.

He was born at Irishtown, N. B., and had lived in Gloucester since he was 15 years old. When the International Fishermen's Races were inaugurated in 1920 he was regarded as one of the most valuable members of the racing crews of American schooners. His work as mastheadman was to sit in the crosstrees and clear the topsails in tacking.

He was well known at the Fishermen's Institute, American Legion Home, and at the headquarters of the Master Mariners'.

A new 48 x 13 x 5 commercial fishing boat being built of steel, electric welded and riveted, by Burger Boat Co., Manitowoc, Wisconsin, who designed the boat and its equipment.







Crab and oyster boats in the inner Hampton, Virginia, harbor, showing the plant of Watkins & Co., at the extreme left, next to which is that of George T. Elliott & Co., both dealers in crab meat and oysters. The wharf of the Lawson Company, dealers in seafood, is seen at the far left center of the picture.

## Chesapeake Bay Fisheries to be Promoted By Scientific Investigations

By Edward Bowdoin

A SCIENTIFIC investigation of the fisheries of the Chesapeake Bay area and their commercial products is to be conducted jointly by the United States Bureau of Fisheries and the University of Maryland.

Charles E. Jackson, Commissioner of Fisheries, announced the purpose of the study would be to promote the fishing industry of the region and also to take steps for safeguarding the welfare of the consumer.

The crab industry will be given first attention in the survey. The studies will include chemical, nutritional, general, technological, and biological investigations.

Mr. Jackson said the general program of research would be under the joint direction of Dr. R. V. Truitt, biologist of the University of Maryland, and John R. Manning, chief technologist of the Bureau of Fisheries.

### Oyster Season

Swepton Earle, Maryland Commissioner, expressed the opinion that the oyster season would open with better prospects of a larger crop of bivalves than for many seasons past and that the number of persons to be employed in the industry would be greater than last year.

Oystermen hold that the crop will be large and base their theory, not on scientific research such as does Mr. Earle, but on the large number of sea nettles which have made their appearance in the bay and its tributaries. They say that these pests always appear in large numbers in the years when the oysters are at their best and are in great abundance.

### Handling Heavy Spot Shipments

According to Elwood E. Callis, Gwynn's Island fish packer, men engaged in fishing with haul seines in that section were having an unusually good season last month.

The catches of spot were particularly heavy, and on one day Mr. Callis handled more than 22,000 pounds. Earl Hudgins caught 11,000 pounds and Guy Armistead caught 5,000 pounds. There are some eight or ten haul seine fishermen on the Island and all have done well this season.

## Virginia Oystermen Expect More Stable Prices, Good Season

By Sandusky Curtis

WITH the opening of the oyster season on September 1, oystermen in Mathews, Virginia, and vicinity are again busily engaged in this branch of the industry.

In Virginia, the public rocks have been closed to tonging until October for the past two years. The Virginia commission of fisheries gradually—in most cases at the request of the oystermen themselves—closed one public area after another until October until all were banned before cooler weather.

There is no legal ban, however, on taking oysters from planted grounds, and it is expected that planters will be offering some of their stock within the next week. Harvesting of planted oysters, though not prohibited by law usually waits until moderately cool weather because of the difficulty of keeping the product.

According to the U. S. Bureau of Fisheries, the oyster harvest is estimated to give employment to about 30,000 persons in tonging and shucking operations.

General indications, according to fisheries officials, are for a fairly good season this year. Conditions, it is pointed out, have shown a general improvement, making probable demand heavier and showing prospect of more stable prices.

### Armstrong Reappointed Commissioner

Richard Armstrong recently received his appointment retaining him as Commissioner of Fisheries. Governor Peery made the appointment, and Mr. Armstrong will be located in Hampton.

### Firms Prepare for Fall Season

While plans are being made for the coming of the trawlers the last of this month or the first of next, the poundmen continue at work with fair catches.

Reports from Portsmouth indicate good business. Boats from Isaac Fass docks are making return trips with good hauls for the trucks that make contacts with the Northern markets.

Among the firms preparing for the Fall rush of business are the Ballard Fish & Oyster Company, W. L. Chase Company, and R. R. Higgins Co., Inc.

## Florida Fishing Code Explained by Gen. Johnson

By H. L. Peace

**T**HE proposed code for the Florida fishing industry, which was the chief discussion of the Southern Fisheries Association convention held at Jacksonville last month, does not demand that fishermen be paid a salary or daily wage, National Recovery Administrator Hugh S. Johnson advised Senator Duncan U. Fletcher on August 28.

However, General Johnson added: "It is contemplated that the proposed code will provide for a minimum wage for the fishermen who are hired as employees and are not engaged on a 'lay' basis. Then, by agreement between the employer and employees it is expected that the fishermen will be able to elect the method of payment under which they desire to work."

If the fishermen are satisfied with the "lay" agreement, under which they work, the code will not change their working conditions.

Senator Fletcher had up with Recovery Administrator Johnson a further question with reference to price fixing in the fishing business, this having been brought about through a communication from R. K. Seward, of Punta Gorda, Chairman of the Charlotte County Chamber of Commerce. On

this point General Johnson made the following statement: "It is not the policy of the Administration to fix minimum prices unless it is determined that an emergency exists in the industry which adversely affects small enterprises or wages and labor conditions, or tends toward monopoly or other acute conditions which tend to defeat the purposes of the act. Until such an emergency is declared to exist as to any given product there is to be no fixed minimum basis for prices."

### Boatyards Busy as Shrimp Catches Increase

Spurred on by an increase in shrimp catches off the Florida coast and an optimistic feeling that conditions will improve this Winter in the shrimp trade as they have done in other lines of business during the past several months, Florida shrimp dealers have given contracts to boatyards for new and larger shrimp trawlers—in preparation for a good season. Three boatyards are busy at Fernandina turning out shrimp boats in time for the early Winter season which will get under way the latter part of September or early October and which will swing in full action sometime in November.

### Gigis Boatbuilding & Engine Co.

The Nassau Shipbuilding and Engine Company which has been shut down for the past several months has reorganized under the name of the Gigis Boatbuilding and Engine Company with Paul Gigis of Fernandina as its president. This company has reopened for business in the same location and has taken contract for the building of several boats—two of which are now under construction. One of these trawlers will measure 45 ft. with a 13 ft. beam and will be powered with a 30 h.p. Fairbanks-Morse, and the other will be 48 ft. with a 10 ft. beam, powered with a 70 h.p. Atlas engine.

### New Trawler for Alex McDonald

The boatyards of Mike Tiliakos of Fernandina have a vessel under construction for Alex McDonald of St. Mary's, Ga. This boat will measure 55 ft. and will have a 14½ ft. beam and will be powered with a 70 h.p. Superior Diesel engine.

### Catches Show Increase in Georgia Fleet

At St. Marys, Ga., where a fleet of some 20 boats are in steady operation under the supervision of the St. Marys Canning Plant, catches showed a gain for the week ending August 25. The average catch was 300 to 400 pounds to the boat.

### Large Schools of Menhaden Sighted

Menhaden fish have been scarce in Florida waters during the past five weeks because of the intense heat. However, with "Northeast" weather setting in August 28th, the waters have cooled off, and many large schools of menhaden fish have been sighted by various trawlers.

### Georgia Menhaden Fleet Busy

The menhaden trawler *Cumberland*, 95 ft. long, 17 ft. beam and powered with a 100 h.p. Fairbanks-Morse Diesel returned to St. Marys Ga., with a catch of 500 bbls. for the week ending August 25. Half of this catch was taken by this boat in a single day. She is skippered by Capt. Jack Keating, and owned by the Southern Fertilizer and Chemical Company, of St. Marys.

The trawler *Caroline* also operated by this company, is 115 ft. in length, has a 19 ft. beam, and is powered with two 60 h.p. Fairbanks-Morse engines. This boat is skippered by Capt. Wesley Robinson and brought in a catch of 400 bbls. for the week ending August 25th. The highest catch in a single day for this vessel was 175 bbls.

### Mullet Strike Ends

Florida fishermen on strike for more than a week have returned to their nets and are back to sea in their smacks in quest of mullet at three cents a pound. The dealers along the coast agreed to pay the fishermen's demand of three cents only after many meetings. Omah A. Clarke, president of the Florida Fish Producers' Association said: "I am happy over the agreement of the dealers."



The 125 foot menhaden trawler "Seminole", recently equipped with a new cypress pilot house and new mast. She is powered with a 300 h.p. Winton Diesel and is now fishing for the Nassau Fertilizer and Oil Company. She is skippered by Capt. Joseph Davis of Fernandina. Her purse boat is equipped with Eveready Hot Shot Batteries.



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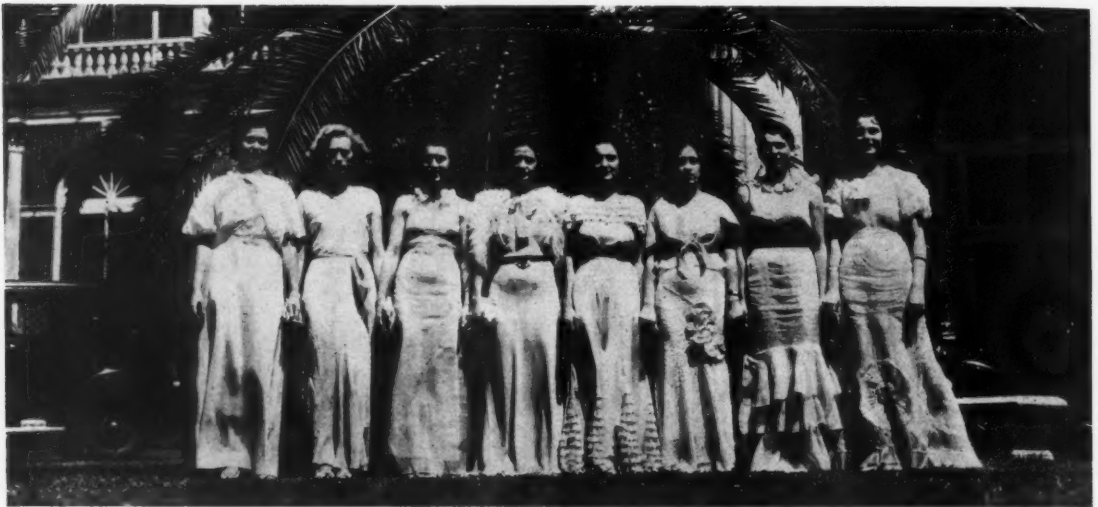
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HUMBLE OIL & REFINING COMPANY . . . . .	Houston, Texas
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*The Queen and her Court in the Oyster Festival at Biloxi, Miss. From left to right: Misses Yvonne Blanchard, Dorgan-McPhillips Packing Company; Eva Teliancich, Kuluz Brothers Packing Company; Amy Kennedy, Biloxi Canning Company; Violet Magas, the Queen, Anticich Canning Company; Josephine Tremantana, Sea Coast Packing Company; Evelyn Melerine, C. C. Company; Floris Kullivan, Mavar Fish & Oyster Company, and Elizabeth Misko, De Jean Packing Company.*

## Gulf First Annual Oyster Festival at Biloxi

By A. V. Ragusin

ON September 2 and 3 the Biloxi, Mississippi, Lodge of Elks staged an Oyster Queen Festival to mark the opening of the oyster season on the Gulf coast. Young ladies representing various seafood canneries were contestants. This was the first occasion of its kind to be held here, and it is expected that in a few years the Oyster Festival will take its place along with the Apple, Peach and other festivals staged throughout the country.

### Raw Oyster Shipments Start

Shipments of raw oysters will start this month. The Mississippi Seafood Commission will, no doubt, make some decision as to what State reefs will be open for dredging, at their next meeting. The oyster reef situation in Mississippi is expected to be much better in the future, especially with the expenditure of \$100,000 for the planting of seed oysters and shells last Spring.

### Pascagoula, Miss.

The J. H. Pelham Company, packers of shrimp and other seafoods, had 37 shrimp boats out last month, and were canning shrimp at the rate of one hundred barrels a day, giving employment to about 200 pickers and nearly as many other employees. The catch was very good for the beginning of the season, the new shrimp coming from Alabama, where the season opened on August 1.

### Mexican Gulf Packing Co.

The Mexican Gulf Packing Company have not sent out any boats as yet, nor have they packed any shrimp this season, as they are still engaged in making extensive alterations, repairs and betterments to their plant. When these are completed they will begin taking and packing this season's catch.

### Prohibits Catching of Small Shrimp in Alabama

An order prohibiting factories or individuals from purchasing shrimp of such size as to require more than 40 to weigh one pound has been issued by State Game and Fisheries Commissioner I. T. Quinn of Alabama. The edict came, he said because the shrimping industry is endangered by the taking of small shrimp in Alabama coastal waters.

### Louisiana Sees Greater Demand for Oysters

Oysters began moving to market again on August 31, the opening day of the 1934-35 shipping season.

Packers are expecting better business this Winter than they had last year, due to improved economic conditions throughout their trade territory. While the oyster trade may be seriously affected in the drought area of the West, other sections are enjoying some degree of prosperity, and in the Cotton States of the Southwest, the farmers are looking for real profits as a result of government control of production and prices.

A new factor has entered into the selling of Houma oysters; it made itself felt last season, and it will probably enter into the situation more extensively this year. The use of motor trucks as a means of transporting and distributing oysters and fish, aided by the extension of transcontinental paved highways is growing in importance and has resulted in certain changes in the methods of selling. Refrigerator trucks take oysters shucked or in the shell fresh from the water for distribution in Louisiana, Texas and parts even more remote. Some of the Houma packers have found it advisable to operate trucks of their own to Texas and Louisiana points.

The oyster beds are said to be in excellent shape, plentifully stocked with sizable, fat oysters, which have not yet reached their full stage of development.

### Higgins to Handle Essomarine

Plans have just been completed by the Standard Oil Company of Louisiana to supply the Higgins Industries of New Orleans with its Essomarine products, according to an announcement made recently by the Standard Oil officials. Higgins Industries is one of the largest boat builders and marine suppliers in the South.

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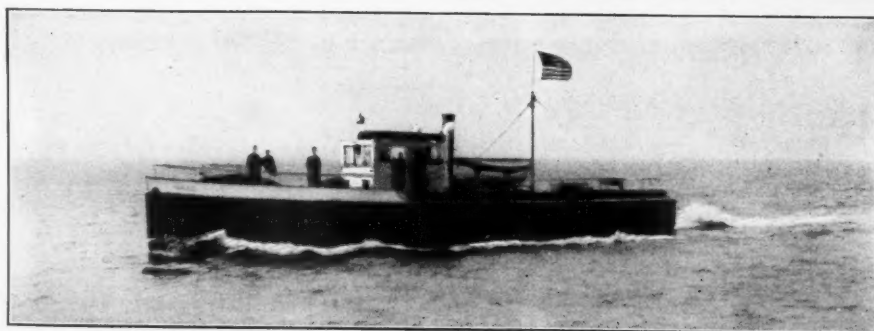
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## Long Island Fishermen

By C. A. Horton

**C**ONTINUING his efforts to obtain thorough first-hand information about conditions which enter into the work of his department, State Conservation Commissioner Lithgow Osborne made a visit to Fire Island inlet and vicinity last month aboard the *Bob-et-Win*, the large motor cruiser of Mayor J. Robert Bailey, of Patchogue. Mayor Bailey and Mr. Osborne were accompanied by Alfred Tucker, of West Sayville, secretary of the Long Island Fishermen's Protective Association.

After looking over the hook-and-line fishermen, of whom there were numerous boatloads about the inlet, catches being poor owing to squally weather, Mr. Osborne was taken to the commercial fishing headquarters on Oak Island Beach.

At this point, John Griek, well known West Sayville fisherman, was taken aboard and the party proceeded to his pounds outside the inlet. There the nets were lifted, showing the commissioner the large variety of fish caught and giving him a better idea of the large investment and heavy work involved in deep sea fishing.

### Long Island Fishermen's Protective Association

A group meeting of the Long Island Fishermen's Protective Association was held at Mattituck last month. Alfred Tucker, manager of the Association, was in charge of the meeting and was accompanied by Edmund Munkelwitz, President of the Association. Theodore Carr, of Mattituck, was appointed Councilman for that district.

Other group meetings were held at Baldwin by Mr. Tucker, with the assistance of Marinus Slager and Bernard Westerbeke, and at Riverhead.

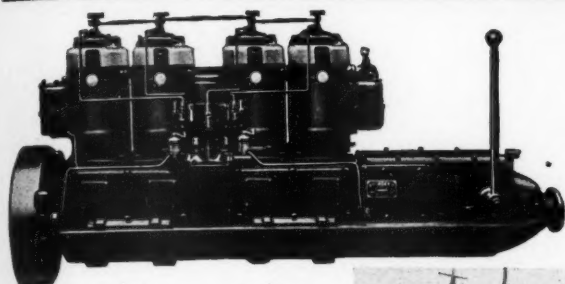
### Capt. Hofman Captures Whale

While on a deep sea fishing trip in his 42 ft. party boat the *Sea Crest*, Capt. William Hofman harpooned a 2,000 pound whale, 14 ft. in length, which he towed into Lindenhurst.



A broadbill swordfish weighing 275 pounds, caught 15 miles Southeast of Freeport, New York, on the charter boat "Caliban". Capt. F. R. Merritt is holding the sword, and opposite him is his son Franklin, who is master of the "Caliban II". The "Caliban" has a Hyde propeller, Willard batteries, and uses Columbian rope. Capt. Merritt and his son operate from Freeport, N.Y., in the Summer and Ft. Lauderdale, Fla., in the Winter.





100 H.P. Only 86 in. long. Only 23 in. wide. Wt. 33 lbs. per h.p., complete with reverse gear, governor, force feed lubrication, etc.

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#### Trap Fishermen Still Catching Butter Fish

The East Marion trap fishermen report butter fish running during the entire season which is an unusual occurrence. They usually drop off in July and August after the Spring run, and again appear in the Fall, but one fisherman, who has fished about 40 years, reported the catch very good in August, and the price which has been running low, is much better.

Butter fish have been caught in larger quantities than any other fish since the start of fishing in the Spring which is unusual.

#### Early Winter

An early Winter is predicted as a few flounders have been caught in the vicinity of Fire Island Inlet, and this is taken as a proof that the annual run of this fish is seeking Winter quarters in the mud of the bay bottoms.

#### Chumming for Weakfish

Chumming for weakfish with shrimp for bait has brought about a great demand for bait, and the question has arisen as to the advisability of allowing the power dredge to be used for getting bait, as the propellers going over shallow ground rip up the grass that the shrimp live on. The use of the hand power dredge would give more men employment, too, as from three to five men can be used on the hand dredge, while the power dredge needs only one.

A petition has been circulated in Islip asking for the discontinuance of the power dredge, but no steps have as yet been taken.

#### Capt. Tuthill Still on the Job

Capt. Frank J. Tuthill, a fisherman for more than 50 years, now retired, starts his work again this Fall as President of the Eastern Long Island Fishermen's Association, which office he has filled for 34 years. He has made more than 40 trips to Albany in behalf of the fishermen's rights and interests.

## Connecticut Fishermen

By Capt. E. B. Thomas

THE Portland Trawling Co. have been steadily fitting out their steam trawlers at New London, during the Summer and it is said that they will have twelve of their vessels fishing out of New York and Boston this Winter.

#### Catches Shark in Mystic River

Capt. Elmer Bogue of Mystic recently caught a seven foot shark with hook and line and an eel for bait in the Mystic River. Numerous sharks and great schools of porpoises have been sighted and it is believed that they are the reason for the fact that almost no bluefish are being caught on the surface this year. Occasionally some boat will get a few on top, but most of the fishing is done by heavin' and haulin'.

#### Selling Bonito and Tuna

An unusual sight recently was that of small boats at municipal wharf in New London selling bonito and tuna. The fish were caught off Montauk.

#### Appointed Superintendent of Dauntless Shipyard

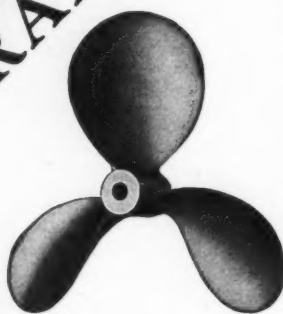
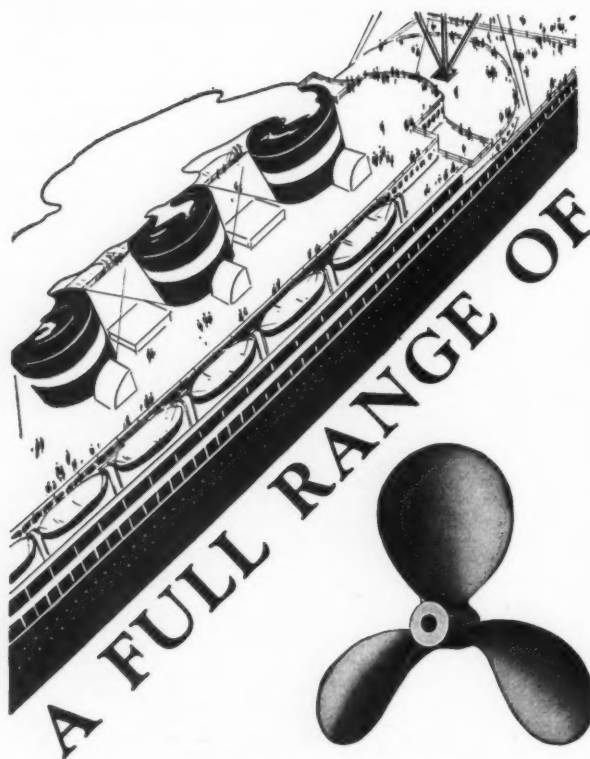
Noah F. Ball of Essex, was recently appointed general superintendent of the Dauntless yard at that port.

#### Swordfish

Last month the *Roswell P.*, Capt. Palmer of Noank, landed 19 large swordfish at that port, and the *Marion Dorothy*, Capt. Tom Tenglesen landed five.

#### Unusual Fish Caught

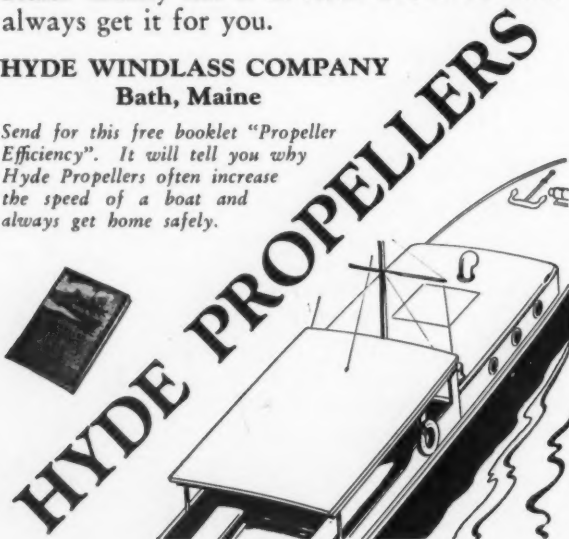
Two unusual fish in these waters were caught by Captains Fred and Howard Burdick in their trap at Stonington East Breakwater recently. One was a thread fish and the other a cobia fish.



AT the Hyde factory there is the largest stock of propeller patterns in the world. Hyde has made propellers for the mighty *Leviathan* down to the little putt-putts that travel the shallow inland waterways. For 30 years Hyde Propellers have been standard for every type of boat. Hyde dealers everywhere carry ample stocks. When you buy from a Hyde dealer you do not have to compromise on your requirements. The Hyde dealer usually has it in stock but if not can always get it for you.

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## Vineyard Sees No Starvation Next Winter

By J. C. Allen

THE close of August drawing abreast, and bringing the wind-up of the actual Summer season, calls for a bit of philosophizing in this day and date of our Lord. From around and about, there may be heard various wailing and howls of distress, mostly from the youthful sea-skimmers who have never before been hit between wind and water. Old-timers with barnacles on their chests, growl, but do not despair, having experienced tough breaks before.

The reason is a poor Summer season, and you may lay to that. And you can also bet your last dime that it means the beginning of a change-over in these latitudes, a change-over that is even now in the process of operation.

### Bottom Fish

Taking things full and by, from the break of the season, and August has fallen right in line, the bottom fish have hung close to the rocks, where they have laid thick. There has been darned good scup-fishing and the hooked scup have run heavy as to size. There were anygodsamount of mackerel until the bluefish came and ran them ragged. And now, with the blues holding to the ocean side of the Island, the mackerel are schooling right up among the sheep and cows in the pastures.

### Swords Appear Early

Red-hot weather from the opening of Summer brought the swordfish North early. Various opinions were offered as to the appearance of those early fish, but the presence of the school two weeks early down-East has convinced most of the gang that they were here ahead of time and went on their way. They have not run well in this neck of the ocean, although there have been swords all about us, everywhere from four to forty fathoms, all through the month, but the small boats failed to run out and nab off three or four a day as they have done in some seasons past.

A run of swell and thick weather during the month has not improved the situation either, but our oldest inhabitants opine that tough as this break may be, it may serve to put the gang on the right track of things.

### Should Fishing Methods be Changed?

For many a generation these fisheries have been in operation, and during that time, methods have changed mightily. But there has been no great change in things for the past twenty years and the belief has grown that fishing should be pursued in certain ways only, if wages were to be earned. Now the old-timers know better than that, for they have lived long enough to see things revolutionized several times. And they know that in their palmy days, men made a living with gear that the present generation would not use. "Fish were plentiful then", chirps the young fellow. "Yeah, and there are all kinds of fish now, if you go where they are, and don't let 'em tell you different." And where they lay today isn't any farther away than it used to be, either.

Of course, prices, codes, darned disgraceful methods of distribution and several other things have put a crimp in things in general. From the off-shore station of our observation, we can see no reason under Heaven why some inducement shouldn't be offered a man to bring his catch into market in first class condition. But it never has been done yet on any large scale at least and what's the result? Low prices, fish pitched over the side, glutted markets.

### Otter-Trawlers Getting Better Returns

It has been noticeable this past month, and the month before, that one of the very best varieties of fish marketed is



The "John and Billy", owned by Capt. Jos. Dutra of New Bedford, Mass. She is 41 x 13 x 5½, powered with a 42 h.p. Wolverine Diesel, and equipped with Hathaway winch and fittings.

the Summer fluke and the blackback flounder followed very close astern. It may not mean a blessed thing, but to the Wheelhouse Loafer, who has been checking on the trips of our little otter-trawlers, and who knows that their trips have paid better this Summer than for three seasons, it looks rather significant. Why? Simply because these lads haven't remained out over three days at a time, and often less. And they landed their fish firm and sweet in spite of the devilish hot weather. Maybe old Pro Bono Publico is waking up at last.

#### Lobster Scarcity Means Plenty of Marketable Fish

Our lobstermen have taken it on the chin straight through the season. The counters haven't been here. Prices have kept up well because of the very slim supply but the critters have appeared to be shedding all Summer. It is not on the cards that any man should give thanks for a slim season, but there are men who are looking at this thing in a decidedly philosophical way. For years it has been predicted that one thing or another would exterminate the local lobster supply. And it looked reasonable from various angles. Last year brought a slim season, this one, even slimmer. But the ocean is full of shorts, and they run all sizes down to insects half an inch long. The sea is also filled with bait of all kinds, and where these things abound, marketable fish will eventually follow. This is the logic of the old-timers and always has been and it has always been one of their chief grievances that the bait was being destroyed or driven away. And that is why these oldest inhabitants regard the present conditions as the result of Nature catching her breath as you might say; getting ready for a brand new run of luck that will bring things back to where they used to be.

There is nothing new about any of it, although there may not be any man living who can recall a season just like it. But the files of old newspapers and similar records, contain mention of years when the luck was a darned sight worse and there was no partying in those days to help out on the side, either.

Mackerel, cod and bluefish have had their day and disappeared to worry all hands and the cook with visions of complete extermination. But they came back stronger than ever. Squeteague vanished from local waters, for decades, returned and vanished once more. Now something else takes a turn at clearing out, partially, at least, but leaving something else in its place to carry the game along.

Nobody is going to starve here next Winter, especially if there is some Fall fishing, and if the markets are left to adjust themselves to conditions in the old way, even though it isn't right, things will work out for all hands.

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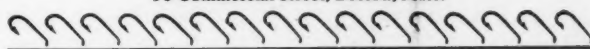
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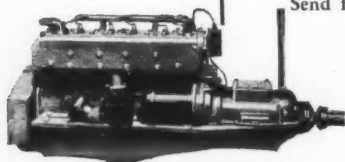






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SHIPMATES are made only by

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Established 1830

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## Digby Fishermen Had Profitable Season

By J. F. Hillman

THE fishermen of Digby County, generally speaking, have enjoyed a more profitable season than for some years. Fish has been plentiful, the boats being loaded trip after trip, and the demand always ready for the supply. It is true that the price received has not reached the peak of several years ago, but the catch has been very large, which in many cases made up the difference. Scores more of fishing boats were in operation this Summer, and from many villages came reports that the fishing has been better than for some time.

### Scallop Season Opens October 15

After being laid up for several months the Digby-Annapolis scallop fleet is getting into shape for the season which opens on October 15th. Many of the boats have been repaired, new engines installed, painted and given all the repairs necessary to meet the arduous duties that they will be up against during the Fall and Winter season. Many of the boats will require new and expensive drags to replace those worn out or lost during the past season.

The scallop fleet, now recognized as an established industry, is an important part of the business life of both Digby and Annapolis counties. There are at least forty-five boats engaged in the industry, and to this number will be added a few new ones this season.

### Two New Boats for Capt. Morrell

Capt. G. M. Morrell, of Digby, starting last year with one boat, will have two more new boats. Captain Morrell built a pier recently which will give accommodation for his several scallop boats. The boats operate out of Digby, Port Wade, Centreville, Victoria Beach and other fishing centers along the coast.

### New Digby Pier

A new breakwater, of considerable size and length, is being constructed in the port of Digby. This pier will be for use by fishermen and will be a harbor for many craft. A channel has been dredged and every preparation made for the construction of a pier that will give not only plenty of space for the boats, but also lots of shelter against adverse winds and tides.



Fauci Oil Co. pier, Northern Avenue, Boston, Mass. Photograph shows barrels of Essomarine oils for delivery to the Fauci tankers. The small boat is taking aboard Essomarine oil. The Fauci Oil Co. is marine distributor of Essomarine products.

## Lunenburg to Celebrate Annual Exhibition and Reunion

By H. R. Arenburg

**D**URING Old-Home Week, September 10 to 17, Lunenburg will stage the Fisheries Exhibition and Fishermen's Reunion from September 11 to 14. This will be the sixth annual exhibition of Nova Scotia fisheries and reunion of fishermen. This occasion always proves to be of general educational interest, and of publicity value to the fisheries and allied industries.

### Harvest for Blandford Fishermen

Fishermen in the section along the Blandford shore, including Mill Cove, have reaped a harvest. Some 25 boats fishing in the district, manned by about 50 men, landed 6,000 barrels of mackerel and 300 tuna.

The tuna brought them four cents per pound, and the mackerel from \$4.50 to \$5.25 per barrel. Last year mackerel averaged \$3.50 per barrel, and the increased price and larger catch have brought a feeling of optimism to the fishermen.

### Lunenburg Schooners

The Lunenburg schooner *Harriet and Vivian*, Capt. William Deal, arrived last month from the Grand Banks with 2,300 quintals of fish. This vessel sailed from Lunenburg on May 10, and was the first of the Summer fleet to return.

Schooner *Irene Mary*, Capt. Leo Corkum, also arrived from the Banks with 2600 quintals of fish.

Schooner *John W. MacKay*, Capt. Ornan Mossman, arrived in port from Lockeport where she landed her catch of halibut.

### Large Catches of Herring

The Lunenburg shore fishermen have been taking large catches of herring during the past months, and have been landing them at the cold storage plant.

### Harbor Being Dredged

The Federal Dredging Company's dredge, *General Currie*, has started dredging in Lunenburg harbor. The company has a contract which will take a couple of months to complete. While the *Moscotte* is laid up for repairs, the towing is being done by the *O. K. Service*.

### Jordan Ferry

Fishermen of Jordan Ferry, N. S., and at Jordan Bay have been successful in landing several large tuna. Those reporting are Lemuel Decker, Charles Harrison and son, Edgar, and Victor Smith.

### Charlos Cove

Two swordfish were taken at Charlos Cove, N. S., and a few others were seen. Those landing fish were Sylvester Richard, and P. O. Richard.

Capt. Sylvester Richard has been getting his boat ready for a swordfishing trip to Cape Breton.

Capt. John H. Richard has installed a new engine in his boat for swordfishing.

### Launched Boat After Repairs

Capt. Vincent Richard has launched his boat, the *C. G. Munroe*, after giving her general repairs.

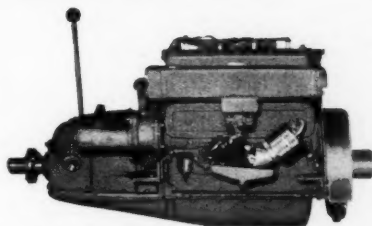
### Cole Harbor

Motor craft *Clara M.*, Capt. Roy Myers and Malcolm Dort left Cole Harbor, N. S., on a swordfishing trip to the Cape Breton coast. Capt. Abner J. Munroe sailed for the same purpose in his motor craft recently purchased from Leslie Luddington, New Harbor, accompanied by his son, Everett J., of this place and brother Robert, of Dover.

### Port Felix

Captains Fred Jellian, Walter David and Peter Marr of Port Felix, N. S., who are now engaged in swordfishing, took several big fish last month. It was expected the price would be good thus enabling the fishermen to make up for lost time.

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### 9 Models

- 4 cylinders:
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- 40-81 H.P.
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Converted Marine Motors—30-45 h.p. \$195, 30-50 h.p. \$295,  
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**STERN BEARINGS**

**New Bedford, Mass.**

## New Brunswick Weir Fishermen Find Ready Market for Herring

By C. A. Dixon

**H**ERRING of stringing size struck in at Grand Manan during the last month, the first catches of the season being made at Seal Cove, Grand Harbor, and Whale Cove. Only limited quantities were taken, daily, however, and these were nearly all purchased by Lubec, Me., dealers. The fish were mixed as to size in many places, and although the fish were bought for \$3 a hoghead at the weirs, the landed cost to the smoked fish dealers was double—and treble that amount, due to so many waste fish in the respective lots purchased. The main school of herring suitable for smoking purposes failed to materialize, and although there is still plenty of time for a good run of fish, many people predict a shortage in the supply this year. There is considerable activity around the smoked fish stands at Grand Manan as the men are preparing to get ready for smoking what fish they can get. George M. Benson of Seal Cove, has built a new smoke-house, the highest building of its kind on Grand Manan Island, it is said. It has fourteen runs of slats, most all the other smoke houses having but eleven.

### Value of Sardine Herring Increases

Charlotte County weir fishermen continue to sell considerable quantities of sardine herring to both the Canadian and Maine packers although the sales during August were considerably curtailed due to the intermittent operation of the factories. Deer Island has supplied the greater part of the total purchase, and at the time of writing some very nice size fish were being obtained in the Lord's Cove district. Official reports state that during the months of June and July the value of sardine herring taken in Southern New Brunswick amounted to about \$114,000 to the fishermen as against \$30,000 in the same months in 1933.

### Weir Property May be Repaired

Fishermen are contemplating the repair and rebuilding of weir property next Spring, as they will be in a better position to buy rope and twine products of which great quantities are used during normal times. In a great many instances marline netting and seines have been worn threadbare during the period of depression, and these will have to be replaced with new gear. Most of the material mentioned is imported from the United States, many dealers receiving their goods from the Halifax branch of The Linen Thread Co., Inc. H. W. Welch of Leonardville, N. B., who purchases pollock, hake, and some fresh herring and scallops from the fishermen during the year, furnishes both line fishermen and weir fishermen with supplies of all kinds, his place of business being centrally located at Deer Island, the heart of the sardine weir fishing industry. Mr. Welch himself is a weir-owner.

### Sea Herring Being Processed at Eastport

Grand Manan herring fishermen are selling large quantities of sea-herring to the B. H. Wilson Fisheries of Eastport. The large fat herring are processed by the Eastport concern and are packed in barrels, for shipment to United States markets. The business has become one of importance to the Island city. Grand Manan supplies practically all the fish used, and they are of very fine quality.

### Buying Dried Hake

Capt. Charles Hicks of Westport, N. S., master of the motor-vessel *Elinor S.*, has been buying dried hake at Wilson's Beach, paying \$275 a quintal for them. Hake landings at the port mentioned have been way below those of last year. The demand for both dried hake and dried pollock for the West Indies market is much better than it was last year, and



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**BOSTON**

fishermen and dealers will have no trouble in disposing of their holdings. Some of the Wilson's Beach firms are shipping their dried fish in drums direct to the West Indies, their quality products having made a favorable impression with Southern importers.

**McLaughlin Bros. Taking Large Quantities of Hake**

Hake fishermen of North Head, Grand Manan, have been very busy this Summer trawling for hake, but the average daily catch to a boat would not exceed 2,000 pounds, fishermen said. About twenty boats are operating from the port and sixteen of them sell their fares to McLaughlin Bros., who own and operate one of the finest fish stands in the County of Charlotte. The tank capacity of the firm's plant is very large and when all the flakes in the field are spread full of fish and hake sounds, in addition to hundreds of quintals of fish on the wharf one is impressed by the sight of the busy scene. McLaughlin Bros. own and operate smoked fish stands, a processing factory where boneless herring are packed, and a large general store where fishermen's supplies are sold, all at Seal Cove. This firm sells large quantities of Plymouth rope, Eveready batteries, oil clothes, boots, and general equipment.

**Fairhaven May Pack Fish Cakes**

It is expected that Fairhaven, Deer Island, which boasts two small sardine canning plants, an oil refining plant, and a baked bean factory, is to have located within its borders another branch of the canning industry—that of the putting up of fish cakes of superior quality. Samples are now being canned and should the business referred to materialize, considerable more employment will be furnished Deer Island residents, and fishermen will find a handy market for considerable quantities of salt cod and other fish. The promoter of the new industry told the ATLANTIC FISHERMAN recently that he expected to have a definite announcement of the plans ready for our columns in the near future and that they would embody matters of interest to local fishermen, and fishermen-farmers.

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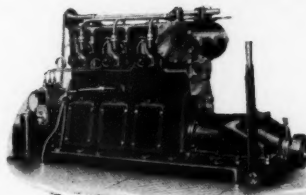
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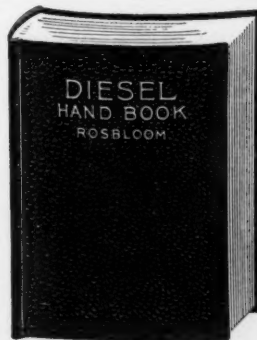
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Goffstown, N. H.**



### Atlas Engines for Capt. Nelson and Capt. Benson

**R**ECENT sales of Atlas Diesel engines to fishermen include a 60 h.p. 4-cylinder,  $6\frac{1}{2} \times 8\frac{1}{2}$  engine to Capt. Nels Nelson of Atlantic City, New Jersey, for his boat *Mildred*, and a 70 h.p., 4-cylinder,  $7\frac{1}{2} \times 10\frac{1}{2}$  to Capt. Fred Benson of Brooklyn, New York, for his boat *Anna S.* The installations of these engines will be made in the early Fall.

#### Atlas Party Boats

Capt. Bernard Murray, Atlantic City, New Jersey, recently purchased the 110 ft. converted Government subchaser, *Casanova*, which has been tied up for some time at the B. C. Smith Shipyard at Rockaway Beach, New York. This boat is equipped with two 120 h.p., 6-cylinder  $7 \times 8\frac{1}{2}$  Atlas Imperial Diesel engines of the yacht and cruiser type, which give her an average speed of 15.8 m.p.h. Capt. Murray is planning to use the *Casanova* in the party fishing fleet out of Atlantic City.

This is one of four subchasers now in use for this purpose, all equipped with Atlas Imperial Diesel engines, the others being: *Reliable II*, Capt. Percy B. Black, Elizabeth, New Jersey; *Usona*, Capt. Albert M. Schneider, The Bronx, New York, and *Brae Burn*, owned by the Neptune Boat Corporation, Newark, New Jersey.

### Gray Announces "Hispeed Sea Scout"

**D**URING the past few years there has been a notable advance in the sale of small inboard motors. Announcement has just been made by the Gray Marine Motor Company of Detroit that their sales for the "Sea Scout", a small  $27\frac{1}{2}$ " long, compact, economical motor has far exceeded production schedule. They attribute the large demand to the low price of this engine coupled with its unusual adaptability to many types and designs of boats from the light 16 ft. runabout giving speeds up to 16 m.p.h. to the heavy fish boats where speeds of 7 to 8 m.p.h. can be obtained.

Because there came a demand for a "Sea Scout" with more H.P. than the standard motor, a new Model has just been released. It is designated as the "Hispeed Sea Scout", developing 25 H.P. at 3600 r.p.m.; has a high compression head, larger manifold and larger carburetor than the standard model, has aluminum base and housing, weighs 245 lbs. It has electric starting and lighting equipment.

A 2:1 Reduction Gear is also now available for every style "Sea Scout". With the Reduction Gear the small, compact, economical "Sea Scout" will turn a large propeller on a heavy boat.



Photograph in the packing station of the Connecticut Fisheries Co., in upper Stonington Harbor, showing the Creasey Ice Breaker. This Company is a branch of the Fish Forwarding Company.



Use this page to buy or sell any kind of Fishing Equipment. Rates: \$4.00 minimum; \$1.00 per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

### MARINE BARGAINS

Friendship sloops—23 ft. to 45 ft., \$350 and up. 38 ft. x 10 ft. x 4 ft. Flush deck gill netter, Palmer powered, 3 nets all good, \$700. 30 ft. x 9 ft. trunk cabin work boat, Fay & Bowen powered, \$350. Auxiliary fishing schooner, 58 ft. x 14 ft. 6 in., Morse built, oil powered, try \$3,500. Also many others. Reconditioned marine engines, 40 h.p. Lathrop, \$300. 50 H.P. Kermath, electric starter, \$275. 20 H.P. Kermath, new with starter, \$350. Sterling Kid 10 h.p., \$85, and many others. Also reverse gears, magnetos, propellers, etc. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

### FOR SALE

A number of marine engines from 5 to 250 h.p. Also several boats with engines in them. Write for list or tell us what you want. Hyland Machine Co., Rockland, Me.

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

Fishing boat 30 x  $9\frac{1}{2}$  x  $3\frac{1}{2}$ , cabin, 3 cylinder Lathrop engine, 4 years old, 500 pound fish well; equipped for lobster fishing with hauler. Would make good all-round fishing boat. Reasonable price for quick sale. R. O. Chandler, Green Harbor, Mass.

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